The world's biggest Porsche magazine

GT PORSCHE

DECEMBER 2015 £4.50 Issue 169



912

50 years of the 912: Is now the time to invest in this once maligned four-cylinder Porsche?



911 Carreras

996 vs 997 vs 991: The last of the naturally aspirated Porsche 911 Carreras unite

gtpurelyporsche.com
AN INDEPENDENT PUBLICATION



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Regal Autosport
72-82 Belgrave Road
Portswood
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Ignition



Simon Jackson
Editor @retro_jackson

Classic Porsches are hot property these days, but there's one particular model that has only relatively recently begun to increase in the desirability stakes: the 912. The four-cylinder version of the 911 was popular at birth but it has since been through a period of being maligned by many, and often shunned (rather unfairly) for its six-cylinder cousins… until recently. Celebrating its 50th birthday this year, the 912 is once again becoming a popular and affordable entry into classic Porsche ownership, so it seemed the perfect time to get a couple of examples together to see how they feel today (p18). We've also gathered the experts' opinions on the 912 and, in particular, we've got to the root of exactly what is involved in restoring one. To see if it differs vastly from the renovation of a 911 turn to p26.

It's rather apt that the 912 is enjoying something of a renaissance five decades after it was first conceived, especially given that its mechanical arrangement represents a route that Porsche is once again travelling down. The downsizing of engines from six- to four-cylinders in the Boxster and Cayman is soon to occur, which is akin to the concept the 912 pioneered. As we now know, the 911 has escaped that fate; instead we have been treated to a turbocharged Carrera in the second-generation 991, designed to satisfy the need for reduced engine capacities. For sure it's the end of an era for the Carrera, and to mark that we've brought together the three generations of water-cooled naturally aspirated versions: the 996, 997 and 991 for one last hurrah (p30).

Further into this issue you'll find the first part of our Rennsport Reunion V coverage (p61). The dedicated Porsche event only occurs every four years and I was privileged enough to pay a visit to Laguna Seca to witness it. There are few, if any, automotive brands that can draw together such a rich mix of people and historical machinery yet Porsche enjoys that very special following which makes such an event possible. From rare period race cars to an eclectic mix of contemporary road cars parked in the Porsche corrals, thrilled enthusiasts to smiling Porsche 'Legend' drivers (such as Derek Bell, Jacky Ickx and Mark Webber), Rennsport Reunion V represented Porsche heaven for one weekend in September. I urge you to reserve your space at the next running…



The second-generation 991 has avoided the need for a four-cylinder 911… for now

Contributors



Andrew Frankel
@Andrew_Frankel

One of the UK's most respected automotive journalists, Andrew writes for Motorsport, Autocar *and the national newspapers.*

This month: Andrew dives deep into Stuttgart's historical archives to explore the influence of a Butzi-penned concept which shaped the 911.



Philip Raby
@RabyPorsche

Porsche magazine editor turned expert consultant and dealer, Phil has been driving and writing about Porsches for 20 years.

This month: Philip Joins together the three generations of water-cooled 911 – 996, 997 and 991 – for a celebration of the last normally aspirated Carreras.



Johnny Tipler
@johnnytipler

Journalist, historian and author, Johnny's specialist subject is Porsche. He drove the 2011 La Carrera Panamericana in a 914.

This month: Johnny chats with aspiring racer Rebecca Jackson over breakfast, looking at the grassroots level of racing Porsche machinery in motorsport.

Porsche Classics At The Castle

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United Kingdom
Tel: +44 (0) 20 8614 7888
Fax: +44 (0) 20 8614 7889
guy.newton@coys.co.uk
www.coys.co.uk

COYS EUROPE
Michael Haag
Elisabethstr. 4
D-68165 Mannheim
Germany
Tel: +49 (0) 621 412004
Fax: +49 (0) 621 415551
coyseurope@web.de

COYS ITALIA
Giuliano Fazi
Tel: +39 335 148 8303
giuliano.fazi@coys.co.uk

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EDITOR Simon Jackson
SUB EDITORS Christian Shelton, Rachael Harper
SENIOR DESIGNER Aaron Batson
DESIGNERS Dave Powney, Tom Jackson, Alex Sowa
SENIOR RETOUCHER Laurence Green
CONTRIBUTORS Andrew Frankel, Jethro Bovingdon, Johnny Tipler, Louise Woodhams, Martyn Morgan-Jones, Jesse Crosse, Colin Goodwin, Philip Raby, Peter Morgan, Matt Biggs, Rob Richardson, Jack Wood, Martin Spain, Ryan Stewart, Dejan Jovanovic
PHOTOGRAPHY Gus Gregory, Amy Shore, Lee Marshall, Andy Morgan, James Lipman, Steve Hall, Jakob Ebrey, Luke Ray, Dejan Jovanovic
THANKS THIS ISSUE Mike Orford, Nick Perry, Rob Punshon, Hannah Palmer, Porsche Archive, Racing Models, Ben White
ADVERTISEMENT MANAGER John Swanton
PRODUCTION MANAGER Jo Claydon-Smith
REPRO CONTROLLER Tom Jackson
FINANCE Helen Lawson, Claire Brown
EXECUTIVE PA Sandra Baldock
CHAIRMAN Dennis Taylor

EDITORIAL & ADVERTISING ENQUIRIES
GT Purely Porsche, Unity Media plc, Becket House, Vestry Road, Sevenoaks, Kent, TN14 5EJ
Tel: 01732 748000 **Fax:** 01732 748001
Website: www.gtpurelyporsche.com

Email enquiries
Editorial: gtpurelyporsche@unity-media.com
Advertising sales: jswanton@unity-media.com
Advertising production: jclaydon-smith@unity-media.com
Subscriptions: subs@unity-media.com

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GT Purely Porsche is available for international licensing and syndication.
Email: hlawson@unity-media.com

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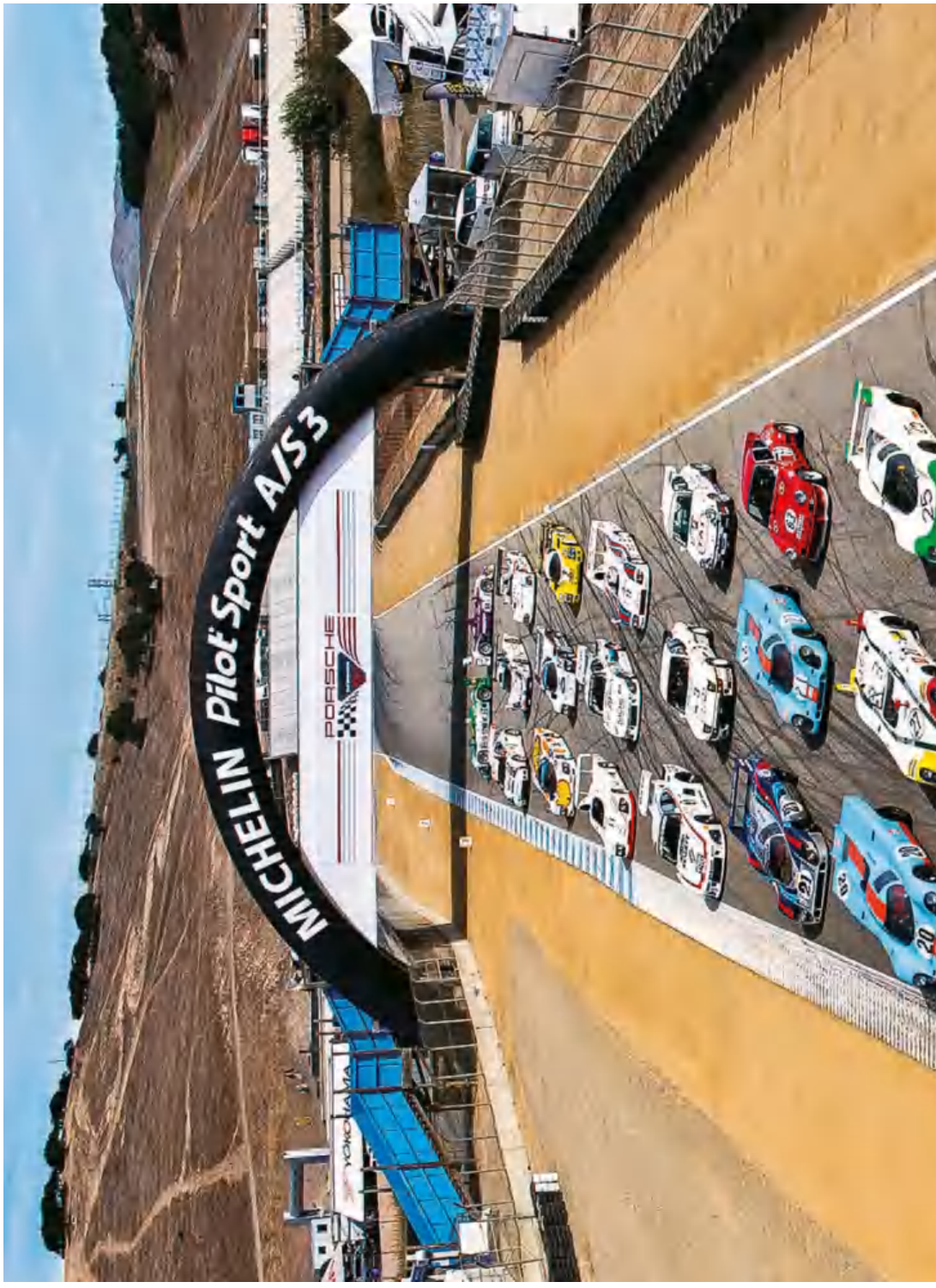
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NEW 991 CARRERA 4 REVEALED



Following the new 991 Carrera 2, Porsche has revealed Coupé, Targa and Cabriolet versions of the Carrera 4.

Porsche has revealed the new 911 Carrera 4, Targa 4 and Cabriolet 4 which feature the same turbocharged engines as their recently launched two-wheel drive Carrera counterparts .

The new additions to the Porsche range boast all-wheel drive and will be fitted with PASM as standard – lowering the car's ride height by ten millimetres. Carrera 4 drivers will benefit from a wider mix of driving dynamics between circuit and relaxed distance driving requirements. Rear-axle steering is optional for the new Carrera 4S models.

Distinguishing characteristics for the new cars include a wider bodyshell (44 millimetres wider than the Carrera) and a light strip between the rear lights which features a three-dimensional design. Like the Carrera you'll find four-point daytime running lights, recessless door handles and a redesigned rear decklid on the new Carrera 4 911s.

Coupé, Targa and Cabriolet body styles are available, all featuring the new bi-turbocharged three-litre six-cylinder engine. The 911 Carrera 4 and Targa 4 boast 370hp (450Nm torque), while the S models lays claim to 420hp (500Nm torque). The electro-hydraulically controlled all-wheel drive system enables the Carrera 4 to reach 62mph in 4.1 seconds (with PDK and Sport Chrono package), 0.4 seconds less than the preceding model. The S model achieves the same speed in just 3.8 seconds (0.3 seconds less than the outgoing version), the Cabriolet S and the 911 Targa 4 are 0.2 seconds slower. Top speeds vary between 178mph and 189mph according to model and equipment.

Fuel consumption is also improved rising to a combined 36mpg (previously 32.5mpg) in the Carrera 4 Cabriolet with PDK. The Carrera S Cabriolet and 911 Targa 4S (PDK) can achieve a combined 35mpg (previously 30.7mpg).



Müller (right) has been replaced as Porsche CEO by Oliver Blume as a result of changes within the VAG Group



MATTHIAS MULLER EXITS PORSCHE

It's musical chairs time at VAG as Porsche waves goodbye to Matthias Müller and welcomes in Oliver Blume.

In the wake of the VW diesel emissions scandal, Chairman of the Executive Board at Porsche, Matthias Müller, has been named as the replacement for Martin Winterkorn as chief executive of VW. With Winterkorn's resignation and Müller's subsequent appointment at VW, the gap at Porsche has been filled by Dr Oliver Blume, the existing board member formally in charge of Production and Logistics.

The 47-year-old's appointment from within the company is key to ensuring consistency at Porsche. Blume oversaw the extensive new groundworks at Zuffenhausen, and also the setup of the shop for hand-crafting the 918 Spyder, the further expansion of the Leipzig plant for the Macan and full production of the Panamera.

Dr. Wolfgang Porsche, stated he was happy that: "Our new member of the Executive Board and new Chairman of the Board come from within the company… We have found the best possible successor for Matthias Müller considering his exceptionally high professional competence and pronounced teamwork skills."

A replacement for Blume as the Board Member responsible for Production has yet to be announced.

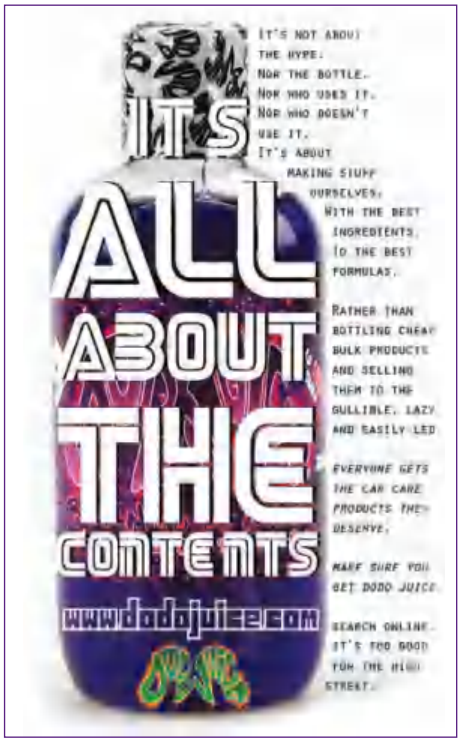






Prices for the Carrera 4 start at £81,398, rising to £90,240 (Carrera 4 Cabriolet). The Carrera 4S will retail at £90,843, the 4S Cabriolet at £99,684. A Targa 4 will cost £90,240 with the Targa 4S priced at £99,684. The first deliveries will begin in early 2016, and we'll be bringing you a full verdict on the new cars in a subsequent issue.

We'll be bringing you the full verdict on the new Carrera 4 models as soon as we get behind the wheel.



CAYMAN BLACK EDITION & GT4 CLUBSPORT EMERGE

Two new Cayman models show Porsche's ongoing support for its mid-engined coupé.





Following its 911 Carrera and Boxster namesakes, a new Cayman Black Edition has emerged distinguished by a combination of a black-on-black paint and interior finishes, with further special equipment fitted as standard.

Featuring the 2.7-litre flat-six engine developing 275hp, the Cayman Black is equipped with 20-inch Carrera Classic wheels, bi-xenon headlights with PDLS and optional side window trims in aluminium. Special standard equipment includes PCM (with satellite navigation and online capabilities), automatic anti-dazzle rear view mirrors, rain sensor, cruise control, front and rear ParkAssist and a Sport Design steering wheel. The Porsche Cayman Black Edition is priced from £45,989

And further bolstering Stuttgart's support for the Cayman came news of the GT4 Clubsport, aimed squarely at motorsport newcomers. Starting with a GT4 as its basis, Porsche has developed a near-standard racing version which will premiere at the Los Angeles Motor Show on 18 November. The 385hp machine will feature a double-clutch transmission with shift paddles on the steering wheel and a mechanical rear-axle locking differential. Lightweight suspension swiped from the 911 GT3 Cup car, 380-millimetre steel brake discs and a weight of just 1300 kilograms, means the Cayman GT4 Clubsport should be a riot. Delivered ex-works with a welded-in safety cage, a racing bucket seat as well as a six-point harness, it is truly fit for purpose.

Homologation is planned in 2016 for race series such as the Pirelli World Challenge, the Continental Tire Sports Car Challenge, the Pirelli GT3 Cup Trophy USA, the Ultra 94 GT3 Cup Challenge Canada and for club races run by the Porsche Club of America as well as for other club-level meetings around the world.



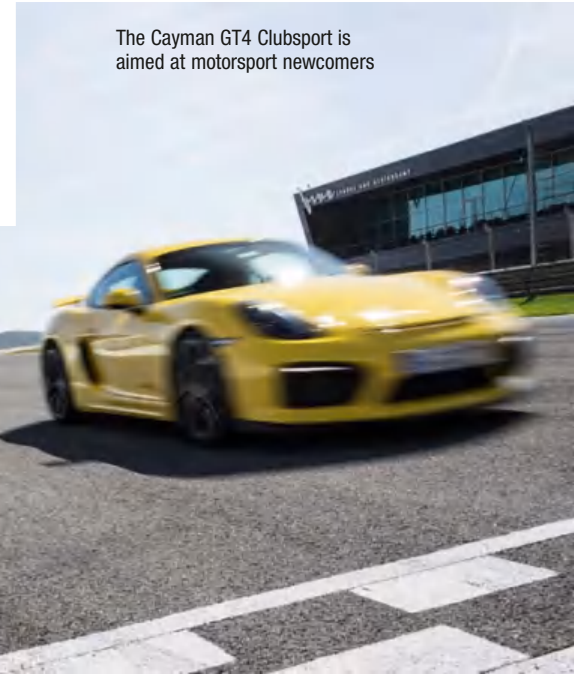
JANIS JOPLIN 356 UP FOR AUCTION

Joplin's iconic psychedelic 1964 356C Cabriolet will fall under Sotheby's hammer in December in New York.

The famous ex-Janis Joplin 1964 356C 1600 SC Cabriolet is to be auctioned by RM Sotheby's. Joplin's iconic Porsche will be the star attraction at the 'Driven by Disruption' auction, which will take place in New York on 10 December.

Purchased in September 1968, Joplin decided the original Pearl white paintwork was too conservative and enlisted Dave Richards, a friend and roadie with her band, to customise the car with its iconic kaleidoscopic mural. Described by Richards to represent 'the history of the universe', the artwork includes graphics such as butterflies and jellyfish, as well as a portrait of Joplin with members of the band. The car is representative of the era and a flamboyant symbol of San





The Cayman GT4 Clubsport is aimed at motorsport newcomers





Francisco's psychedelic rock age. She frequently drove it in period.

"Janis Joplin's 356C is without question one of the most important Porsches of all time," says Ian Kelleher, managing director of RM Sotheby's West Coast Division. "It's a fantastic automobile that transcends art, pop culture and social movements, and is as groundbreaking and stunning as the renowned singer was herself."

The car has been on display at the Rock and Roll Hall of Fame in Cleveland, USA since 1995 but it is now offered for sale by the Joplin Family. Sotheby's expects it to make in excess of $400,000 – we wouldn't be surprised to see it reach far more.

As a prelude to the Driven by Disruption sale, an exclusive six-day exhibition will open over the weekend of 5 December in Sotheby's tenth-floor New York gallery. For further information, please visit www.rmsothebys.com



FOUR WINS IN A ROW FOR PORSCHE 919 HYBRID

Bernhard, Hartley and Webber are a step closer to victory in the WEC Drivers' Championship following wins in America and Japan.

FIA WORLD ENDURANCE CHAMPIONSHIP
CIRCUIT OF THE AMERICAS 6HR AND FUJI 6HR









AUSTIN

Porsche achieved its third World Endurance Championship race win in a row in Austin, Texas when the trio of Bernhard, Hartley and Webber in car number 17 won the six-hour race. The fourth victory in total for the Porsche 919 Hybrid came about after the sister car of Dumas, Jani and Lieb fell out of contention with a technical fault after having led for a long time. It went on to finish fifth in class.

Webber took the lead from his team-mate and pole position-setter Jani (car 18) after the start. The number 17 car stayed in the lead for the first 116 of the 185 race laps until it lost it to the sister car following a 60-second 'stop and go' penalty. The number 18 car was able to defend the lead until 35 minutes before the chequered flag. A problem with an on-board circuit caused a long pit stop. Regardless a one-two in qualifying, the fastest race lap (Hartley on lap 118) and another win again proved the prowess of the Porsche 919 Hybrid.

The victorious Timo Bernhard said: "It was an exciting race. When we had the stop and go penalty in the beginning it looked pretty much as if we would have bad luck today. We had dropped back to second, but in the end we still won the race and earned points for the championship. For a long time it looked like another one-two result for Porsche."

FUJI

It's becoming something of a regularity now: Porsche claimed its fourth race win in a row at the Japanese round of the FIA WEC series in a rain affected six-hour race at Fuji. The top step of the podium was clinched by the number 17 car of Bernhard, Hartley and Webber and was followed home by the sister car shared by Dumas, Jani and Lieb, securing another one-two result for Porsche.

The number 17 919 Hybrid claimed its third WEC victory in a row following team orders for the leading number 18 car to slow and let it past in the final stages of the Fuji race, thus providing the Porsche team with its best shot at the driver's championship.

Webber commented: "It was their [the number 18 car's] day today and they deserved the win, but it was decided to flip the position around at the end, so we owe them one in the future."

Bernhard, Hartley and Webber now have the best mathematical chance of clinching the driver's championship for Porsche with two rounds remaining. Porsche leads Audi in the Constructor's standings by 53 points. At the time of writing, with two final rounds yet to take place in November, Bernhard, Hartley and Webber hold a one-point championship lead over the Audi squad of Marcel Fassler, Andre Lotterer and Benoit Treluyer.



SUCCESS CONTINUES FOR 911 RSRs

Porsche Team Manthey scored its second straight double GT victory in Texas when Lietz and Christensen, the recent winners of the Nürburgring round, won the strongly-represented GTE-Pro class at the wheel of their Porsche 911 RSR. In the second 911 RSR entry, Frédéric Makowiecki and Patrick Pilet crossed the finish line behind their team-mates in second place, rounding off another perfect one-two of the season for the Porsche Manthey squad. The pair of 911 RSRs spearheaded the GTE-Pro class field over the entire six-hour distance, swapping positions several times.

In the GTE-Am class, Earl Bamber achieved second after a stunning chase through the field in the 911 RSR fielded by Abu Dhabi Proton Racing with Christian Ried and Khaled Al Qubaisi. It marked the best result to date for the Porsche customer squad. Earl Bamber, the winner of the Le Mans 24 Hours with the Porsche 919 Hybrid in June, had also contested the United SportsCar Championship earlier in the day.

In Fuji it was a star of the silver screen taking home the silverware. In the GTE-Am class Hollywood star and race driver Patrick Dempsey achieved his first WEC win at the wheel of his Porsche 911 RSR. The best 911 RSR in the class GTE-Pro class for professionals finished second in the hands of Frédéric Makowiecki and Patrick Pilet.

Right: Patrick Dempsey (far right) claimed his first win in the RSR
Below: The 919 Hybrids have proved unstoppable of late…







CAMMISH SEALS 2015 CARRERA CUP IN STYLE

The final four races of the 2015 Carrera Cup GB wrapped-up a thrilling season of racing...



CARRERA CUP GB
ROUND 13, 14, 15 AND 16

SILVERSTONE

Redline Racing's Dan Cammish secured the 2015 Porsche Carrera Cup GB title with his 13th top-two finish of the season after a characteristically impressive drive to second place at Silverstone. The 26-year-old got off to a good start and managed to stay out of trouble to ensure he joins the illustrious names to have taken the Drivers' Championship crown. With ten wins to his name, the Yorkshireman has been utterly dominant all season.

"I've had some great results all year and knew I was in the hot seat this morning," Cammish said. "It's been a long time coming to get over the line and to do it without any dramas is a huge relief. We have consistently been the best car this year and I think if I hadn't won it today I would have been upset."

Race winner Dino Zamparelli put a tough season behind him to taste the champagne on the top step. The 22-year-old, who was racing with GT Marques for the first time, looked full of confidence as he made it past pole-sitter Meadows to take the chequered flag. Former double champion Michael Meadows rounded off the podium.

In the Pro-Am1 title fight, Ignas Gelzinis gained crucial points over rival Jordan Witt finishing ahead of Daniel McKay, with Witt having to settle for third. There was also a key result in the Pro-Am2 category with Nerijus Dagilis taking his third PA2 win of the season to close the gap on title rival John McCullagh.

In the second race, a post-race 11-second penalty for provisional race winner Josh Webster handed Zamparelli his second win of the day. Pole-man Meadows, Webster and Zamparelli were nose-to-tail for long periods before an incident involving race leader Meadows and Webster caused Meadows to spin and drop down the order. That left Webster to come home first ahead of Zamparelli and 2015 champion Cammish until Webster was demoted in the timesheets for his part in the incident. IDL Racing's Tom Sharp therefore picked up his second top-three finish of the season in his battle with Zamparelli for the new-for-2015 £50,000 Rookie Class prize.

In the Pro-Am1 category, Jordan Witt took his seventh PA1 win of the year with Daniel McKay in second and Gelzinis in third, sending the title fight down to the wire. John McCullagh stole the show in the Pro-Am2 category finishing well clear of the chasing pack.

BRANDS HATCH

At Brands Hatch in Kent the final two races of the 2015 Porsche Carrera Cup GB were fittingly exciting. Champion Cammish took his 11th win of the season with a lights-to-flag victory in round 15. Cammish got off to a great start and spent the rest of the race managing the gap to the chasing pack. Sharp and Zamparelli eventually came home second and third meaning the Rookie title went down to the afternoon's race.

In the Pro-Am1 class, Gelzinis bagged his fifth category win of the season ahead of Witt. The result meant that the spectacular season-long title battle went down to the final race with both drivers tied on 143 points each. One title was decided in the morning's race, though, with John McCullagh's third position in class enough to clinch the Pro-Am2 championship. G-Cat Racing's Peter Jennings and Juta Racing's Tautvydas Barstys finished the race first and second but with McCullagh's main rival Nerijus Dagilis (Juta Racing) only managing ninth the former rally driver could celebrate the championship win.

In the final race of the season Tom Sharp took his maiden Carrera Cup GB career win from pole to

clinch the Rookie Class Championship and the incredible £50,000 winner's prize. The 24-year-old overcame intense pressure from Cammish to ensure he would be walking away with one of the biggest prizes in UK Motorsport. Sharp knew going into the race that a top four finish would guarantee him the championship but was also determined to go for the race win. Cammish and Zamparelli rounded off the top three; Zamparelli ended the season in style with four consecutive podiums. Michael Meadows came fifth to tie up second in the Pro Championship.

Fittingly the Pro-Am1 title battle went right down to the very last lap of the race, with Gelzinis and Witt neck-and-neck. Gelzinis, however, finished one place ahead of Witt in second to wrap up a championship win. In the Pro-Am2 category, McCullagh ensured it was the perfect weekend with his sixth class win of the season. He was joined on the podium by Tautvydas Barstys and Nerijus Dagilis.

The results also meant that Redline Racing wrapped up the Teams' Championship with the dynamic pairing of Dan Cammish and Jordan Witt finishing 19 points ahead of Team Parker Racing's Josh Webster and Stephen Jelley.

Drivers' Championship final standings:

Dan Cammish	Redline Racing	324
Michael Meadows	Samsung SUHD TV Racing	226
Josh Webster	Team Parker Racing	203
Tom Sharp	IDL Racing	192
Stephen Jelley	Team Parker Racing	191
Dino Zamparelli	GT Marques	180





Having switched to the GT Marques team for the final rounds, former GP3 racer Zamparelli tasted the champagne

MORRIS RETAINS CHAMPIONSHIP CROWN FOR THE SECOND YEAR IN A ROW

Following an exciting meeting at Oulton Park, the 2015 Porsche Club Championship went down to the wire at Croft.

Story and photos: Paul Holroyd (Porschesport.com)



Fuel Protect Porsche Club Championship with Pirelli, Final Standings (best 12 scores from 14 races):

Class One:

1 Pete Morris	390
2 Craig Wilkins	338
3 Kevin Harrison	337

Class Two:

1 Tim Speed	375
2 Jonathan Evan	370
3 David Botterill	331

Class Three:

1 John Gilmore	153
2 James Cameron	103





PORSCHE CLUB CHAMPIONSHIP
ROUND 11 AND 12: OULTON PARK AND CROFT

OULTON PARK

Never before in the history of the Porsche Club GB Championship has any one driver claimed a back-to-back championship title and Pete Morris was in a commanding points lead heading into rounds 11 and 12. Morris in his PCM Midlands Porsche 996 C2 took both pole positions for race one and two and was looking like he could seal the 2015 championship title if he secured podium finishes in both races.

In race one Morris was overtaken by Craig Wilkins who got the upper hand as the lights went out, pulling clear into the first corner with the rest of the field trailing in the order of Morris, Johnson and Harrison, Chris Dyer in the Millers Oils/Strasse Porsche Cayman S was running just 0.2 seconds behind in fifth putting Harrison under pressure.

On lap three an error by Morris resulted in his car spinning on the wet grass and impacting heavily into barriers at Shell corner leaving it out of the race. This shuffled the order with Johnson leading. Lap after lap the race stayed static until the very last lap when Harrison missed a gear allowing Dyer to draw up alongside him. It was now a drag race to the chequered flag with Dyer taking third by only an inch.

In Class Two Andy Toon almost snatched third in the new EPC Electrolytic Plating Boxster S. Up until Friday Toon had not even sat in the Strasse-prepared car never mind raced it, so to take fourth in the first race was an achievement in itself. Hugo Holmes put in a strong performance in the 968 CS, finishing sixth in Class. David Botterill in the Strasse 964 C2 had a frustrating race eventually incurring some light damage and crossing the line in eighth.

Despite being unable to fix the rear spoiler, Morris made race two thanks to the team's hard work and it was now a matter of gaining valuable points to stay ahead in the championship title chase. Morris was passed by Harrison and Wilkins on lap two, and it was evident that Morris was struggling with a lack of rear downforce. Johnson and McAleer passed him on lap three. Despite now been in fifth place Morris was still able to keep the chasing pack well within in grasp. By lap ten Wilkins pitted his car lifting Morris up to fourth as he crossed the finish line.

Dyer started sixth in the Cayman and showed good pace during the first half of the race despite fighting tyre issues. He spent most of race two battling with Wilkins and Moudi but it was always going to be an uphill struggle to repeat the podium finish from race one on old tyres. In Class Two the team lost Hugo Homes who had to drop out of the race due to illness. Andy Toon was now starting to get to grips with the new Boxster but was unable to find a way past Speed, finishing the race in a respectable fifth place closely followed by team-mate Botterill in sixth.

CROFT

Morris slotted into fourth place on the first lap knowing that he had to keep it clean and safe and not take any unnecessary risks on the first few laps of race one. His championship rival, Class Two points leader, Evans, went wide on the first lap dropping to the rear of the field giving Morris breathing space in the championship title race.

Morris was looking for a safe way into third but also had to defend his place with a strong looking Mike Johnson who was on the tailpipes of Morris. Holmes got the upper hand on team-mate Botterill in Class Two and was looking strong to take his first Class Two win of the season but unfortunately Holmes was unaware that he was losing brake fluid after an incident with a Class One car in the early part of the race forcing him to retire with only two laps to go.

Morris finished the race in fourth place meaning that the championship title would be finalised in the very last race of the season. Dyer crossed the finish line in sixth place just ahead of Botterill who took the Class Two win – firmly securing the team championship and taking his second Class win of the season. Toon in only his second outing in the new Boxster put in an impressive race to take third place in Class Two.

In the final race it was all to play for. Morris made a fantastic start taking the lead heading into the first corner and by halfway around the circuit he had a comfortable six-second lead. Botterill led the field in Class Two but on lap two Cheetman ran into the back of him, forcing Botterill into the pits. Meanwhile Toon had taken the Class Two lead with Holmes now in second. Dyer had made up two places and was now in sixth place.

McAleer moved up from third to second and was soon within reach of Morris. Both battled to the end with Morris taking first and the Class One and overall championship titles. Dyer finished in fifth place behind Johnson and closed out a successful third season in the Cyaman S. In Class Two the team had managed to get Botterills back out but it was too late to make up any positions. Toon took first place with Holmes securing is first podium finish of the season in second.

Pete Morris said: "To win two championships on the bounce is awesome. I had a problem at Oulton Park but the team managed to get me out for the second race. To keep the championship alive I knew I had all to do in the second race. McAleer made me work very hard in the final laps but we did it. I have to say 'we' because we won it as a team."

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PORSCHE



THE UNDERDOG

The 912, Porsche's four-cylinder 911 sibling, celebrates its 50th birthday this year. Is now the time to invest in this once maligned classic Porsche?

Story: Simon Jackson
Photography: Gus Gregory



They say 'what goes around comes around', and in the automotive world this is often the case. It's a regular occurrence with the styling of cars, with certain vehicles yo-yo'ing in and out of fashion as the years roll by, but it's also a phenomenon in other areas of the car scene, too. Back in the early 1970s when the global oil crisis struck, large inefficient engines made way for smaller, more economical powerplants: suddenly petite petrol sippers were socially fashionable. But you could argue that since that time the automotive world's tastes have evolved, with engine capacities creeping back upwards, especially when you're discussing the sports car market. Of late, environmental factors and strict government policies have again forced a step change in car engine technology. Once more we are seeing a move toward smaller capacity engines – 'downsizing' has become an automotive buzzword for 2015. It's this latest seismic shift that has delivered to us a turbocharged 911 Carrera for the first time in the model's history, and which will see other contemporary Porsche models (read Cayman and Boxster) move from six-cylinder engines to smaller four-cylinder mills in the not too distant future. You may not like the sound of this, but it's the way things are going to be and so we'll all have to get used to it.

These recent events in the world of new Porsches have led some commentators to ponder the concept of a modern four-cylinder 911. In many regards it would make sense in terms of ticking boxes for the suits at Stuttgart who are ultimately trying to please the bureaucrats in Brussels and beyond. But a four-pot 911 would undoubtedly dilute 'brand 911', the purists would probably detest it, and behind the scenes those at Porsche wouldn't be much bigger fans themselves. As August Achleitner, Vice President of the 911 Product Line, recently told me: "Over my dead body will there be a four-cylinder 911!" Suffice to say, the engineers at Porsche are, happily, a passionate bunch. Of course, if we did see a four-cylinder 911 it wouldn't be the first time. Fifty years ago Porsche did indeed create such a version of its icon, it was called the 912. And having long been consigned to a darkened corner of the Porsche community, today it is fast becoming a prized possession, and a cost-effective entry into early Porsche ownership. What goes around







Both cars move along with a gentle thrum provoking nostalgic thoughts of simpler, more relaxed times

comes around; all of a sudden the 912 would seem to be enjoying its moment in the sun.

The genesis of the 912 (termed 902 internally) came about when Porsche was looking to discontinue the 356 in the early 1960s. With coachbuilder Karmann now onboard helping to assemble and trim cars, Porsche was able to address a shortage of production line bodies for its new 901 (read 911). And with its body building capacity thus increased to meet growing demand, this finally allowed Porsche to phase-out the 356 and to introduce the 912 – a four-cylinder 911 acting as its replacement. The brand had toyed with the idea of creating a four-cylinder 911 as early as 1960 during the development of the 901 project. Porsche's plan at the time had been to engineer the 911's six-cylinder engine in such a way that it could also be built as a four-cylinder unit by removing two of its cylinders. It was a largely a cost-saving concept – if the two engines shared much of their architecture then they'd be cheaper to create. Various options were explored and engines did even make it off the drawing board, but ultimately history records that Ferry Porsche believed a four-cylinder engine was not powerful enough for a 911. Later into the 901's development the idea was revisited and this time the most powerful four-pot available, the 1600SC (Type 616), was utilised. Once it was determined that the idea of a four-pot 911 was a good one, and perhaps most importantly popular with Porsche's sales teams at dealer level, the lump was reworked (616/36), retaining its 1582cc capacity yet running a lower compression ratio and a breathed upon camshaft. It also boasted a wet sump, large twin air filters and Solex carburettors. The result was a pokey (for the period) 90hp engine that could be revved to 6000rpm, with the biggest chunk of its 86lb ft torque available between 1500rpm and 3500rpm. This engine could be paired with either a four- (902/0) or closer ratio five-speed (902/1) gearbox. With this new engine the 912 was lighter than the 911, too, by approximately 100 kilograms – a perceivable amount.

The 912 was intended as an entry-level 911 in every sense, and as such it was cheaper to purchase. When it was unveiled in 1965 you could buy a 912 around $1400 cheaper than any 911, and as such the model became an instant top seller for Porsche. There wasn't a great deal of profit built into the 912 for the brand, a move it was forced to take in order to keenly price it as close to the 356C's existing retail price as possible. This inevitably led to some corners being cut, most noticeably inside. An austere interior lacked some of the frivolities of the 911. Three dials sat where there once was five, the switchgear was pared back, and in places plastics replaced wood. On the outside the 911's chrome wheels were substituted for steel versions, although some of these items could be reinstated as optional extras. Other than that the two cars, 911 and 912, were nigh on visually identical. Reputation-wise, rather than accruing a pasting from motoring critics and the car-buying public, many at the time preferred the simplistic nature of the 912 over the 911 when production began in 1965. And thanks to its power deficit the 912 also made for a neutral car to drive with none of the menacing handing traits often associated with the 911. A 'poor man's Porsche' this was not.

Following the Coupé version of the 912 came the Targa in 1967, an example of which you see here. The Targa followed a long historical line-up of topless Porsches, and proved popular from the moment it first appeared, and by all accounts it was popular in 912 guise. It was heralded as the world's first 'safety convertible', and it initially came with a 'soft' rear window. Users unzipped the rear window when they pleased, stowing it behind the rear roll bar but with a large, heavy plastic rear window integrated into it, the soft window was not the ideal solution to the Targa's design ergonomics. And there were more issues. Targa owners were told not to remove the rear section when temperatures fell below 15°C as the soft window's material would warp and shrink, making it impossible to refit. These soft window cars, at times referred to as 'Targa Voyage', were later designated 'Version 1' cars by the factory. Porsche needed a new solution that, as we now know, eventually came in the form of a glass rear section.

Of the 12,000 new Porsches created in 1966, 9000 were 912s. Half of those went to the States, the rest to Europe and the other corners of the world but suffice to say it was the sun-soaked USA where the majority of 912s ended up, and therefore which acts as large resource for surviving cars today. Between 1965 and 1969 Porsche delivered over 30,000 912s, and steadily through that period the company evolved the design in line with the tweaks found on the 911. In 1969 the 912 was gifted the longer wheelbase chassis from the 911 before production ceased for six years. In 1975 it was resurrected using the 914's 2.0-litre engine (90hp with 90lb ft torque) mated to the five-speed gearbox as standard but it was heavier by nearly 200kg. A further 2000 cars, a mix of Coupé and Targa variants, were built before the 912's demise, which means the vast majority of 912s which survive today are equipped with the earlier 1.6-litre Boxer engine, not the larger capacity mill.



1967 912 TARGA AND 1968 912 COUPÉ

The Irish green soft window car you see here is a November 1967 import from California, and it was originally supplied by Porsche Cars Pacific. Optional equipment is cited as including an antenna, a speaker, a wooden steering wheel (plastic was standard issue), and chrome wheels. With just 57,000 miles on its clocks, the 912 Targa is currently offered for sale by Design 911 in Essex, and is something of a rarity. In fact the 912 Register has a mere 200 listed still in existence.

"This is a black plate California car which means it has never left California in its life, until now," explains Karl Chopra of Design 911. "It came out of the sale of the original owner's estate, and it had been parked in a garage since 2006. The car was towed out and then taken to a Porsche garage for a change of the fluids and within two hours it was driving. The previous owner decided to disassemble the car, remove the engine, transmission and fuel tank, and then it was sent to the paintshop for a bare metal respray in the original Irish green. An engine leak down and compression test was completed with great results, so a full tune up service, adjustment of the valves, and detailing of the engine and transmission was undertaken.

"The interior is original, even the carpets are amazing. All the rubber seals, including the Targa top seals, were replaced and Autos International in the USA rebuilt the soft window assembly. All the chrome, bumper guards, lights and side markers are original. The bottom line is that this is a very nice, original condition, rare 912 soft window Targa. Only 66 were produced during this model year."

An early (February) 1968 car, the 912 Coupé in our pictures is also currently offered for sale at Design 911. Originally Tangerine orange, it has been restored and resprayed in Signal red at some point during its lifetime. Supplied from new by







Porsche Cars Northwest near Portland, it was specified with just rubber bumper over-riders and a speaker as its optional additional equipment.

"The chrome work on this car is superb. It also has opening front quarter light windows. The interior is all complete and also in very good condition," Karl explains. "This 912 has its original spare wheel and tool kit, too. It's an authentic car with its black interior and matching numbers engine."

On the road there's not much to choose between these two cars, although neither boasts hair-raising performance – but that's not what the 912 is about. The air-cooled mill out back plays a melodious and satisfying tune, and while progress is certainly sedate, both cars move along with a gentle thrum provoking nostalgic thoughts of simpler, more relaxed times. As those original





1960s road-testers found, there isn't quite enough power to get you into trouble, but the brakes are impressive for a car of this period, as is the MacPherson front and semi-trailing arm rear suspension. It's a neutral driving experience, and one that promotes gentle progress, a relaxed attitude and a certain level of mechanical sympathy in the driver. If you're throwing these cars around, you're missing the point. Of course, the 912 is not as thrilling to drive as a six-cylinder 911 of the same vintage but, thanks to its family DNA, the 912 offers many of the pleasantries of the 911 in a ever-so-slightly pared-back package. In the modern world driving a classic car is rarely about charging around, rather it's about temperate drives through scenic backdrops, and for this the 912 is your perfect Porsche partner. Is this car perceived by some as a glorified VW Beetle? Possibly, but who cares?

Since its inception the 912 always offered the 911 experience in a cut price package, and in the intervening period that is a role it has duly exercised, until recently. In contemporary times the clamber for short wheelbase early 911s and the subsequent hike in values has afforded the 912 a second bite at the popularity cherry. It is a desirable model once more. Asking prices for 912s were rock bottom for a great many years but as with everything period Porsche, today they are enjoying something of a resurgence, and we feel that's only right. When you think about it, at £33,500 the Coupé you see here is fulfilling the role the 912 was always originally intended to do – in 2015 it's still providing an affordable entry-level into Porsche ownership some 50 years after it was first conceived. And, while it might be more expensive at £52,500, how many classic Porsche models that number just 200 cars can you buy these days for less than this rare 'soft window' 912 Targa model?

The 912 may be short of two cylinders but by its very nature and genetic makeup, it's not left wanting over a classic 911 in any other area. In relative terms, despite being more highly coveted in contemporary times, the 912 makes for a more affordable ownership prospect than any equivalent 911 of the same era. And thankfully, largely gone are the days of owners swapping engines and losing the majesty and the originality of their 912s, the benefits and charms of which should not be maligned. Like with any period 911, an original 912 is now as valued a possession as it should always have been. Today, you could do far worse than investing in a Porsche 912 ○

Restoring a 912: The Expert's Opinion

Priced out of the classic 911 market, many Porsche enthusiasts are turning to the 912 as an alternative ownership or restoration prospect. We ask the experts exactly what is involved in the resurrection of a 912.

Photography: James Lipman (www.jameslipman.com)



GT: WHAT IS YOUR OPINION OF THE 912?

"They're great cars; I love 912s. I have owned one for many years and recently bought another. I take my 912 ice driving every year and let others drive it too; everyone falls in love with it."

Richard Tuthill, Tuthill Porsche

"The Porsche 912 idea was a great one. However, the car delivered all of the classic 911 looks without the required 'go' factor from the engine. Some things are best left alone."

Jeffery Segal, Segal Motor Car Company Inc

"My first car was 912, a 1965 car, but the first thing I did was to throw the engine away! The engine is as expensive to rebuild as a 911's despite the fewer cylinders so there is little appeal in a restoration. They are light and fun and quite lively when setup right. They were the entry-level model and that's how they have remained. Many have been converted – just like I did!"

Josh Sadler, Autofarm



"The 912 is great. It was, in fact, my first car! It is a great introduction to Porsches."

Alan Drayson, Canford Classics

GT: WHAT ARE THE KEY THINGS TO LOOK FOR PRIOR TO TACKLING A 912 RESTORATION?

"A 912 restoration is just as expensive to perform as the same restoration on a 911. Restraints apply, though, as there is a ceiling on the price of a 912, so we'd advise caution!"

Jeffery Segal, Segal Motor Car Company Inc

"If we accept that it is basically impossible to buy what we would call a 'rust-free' car these days, one would aim to find one with as much solid metal as possible in the difficult spots (torsion tube, rearmost front wishbone mounts, roof, C-pillars, parcel shelf), all of the interior trim parts intact and with a genuine 912 engine."

Richard Tuthill, Tuthill Porsche

"Rust and accident damage – just like a 911. Some 912 engine parts are harder to find (than 911 parts) so make sure they are in good condition, paying particular attention to cranks and heads."

Josh Sadler, Autofarm

"It's a similar set of rules to a 911 restoration: first we would establish the customer's aims for the restoration. Once you know the desired end result you can then decide on the type of restoration required. Initially we would identify the main areas of concern such as rust, condition of engine and gearbox, or any missing parts."

Alan Drayson, Canford Classics

GT: HOW DOES A 912 RESTORATION DIFFER FROM THAT OF A 911 RESTORATION?

"Given that the idea of the 912 was to provide a value version of the 911, previous custodians tended to have less means with which to maintain them. Therefore more poor quality vehicles exist today so it could cost more to restore."

Jeffery Segal, Segal Motor Car Company Inc

"The physical process of the 912 restoration is the same as a 911. The differences are the engine rebuild costs, plus the differences in suspension and brakes; generally there are no anti-roll bars and solid brakes (not vented). Some interior and exterior trim parts can differ but this will depend on the spec of the car."

Alan Drayson, Canford Classics

"Some parts are much harder to find. Remembering that one is restoring a 912 and not a 911 is a key distinction. The 912 responds well to a much lighter touch."

Richard Tuthill, Tuthill Porsche

"Only mechanically – but some details such as the rev counter, for example, differ – so take care with the specific 912 parts."

Josh Sadler, Autofarm

GT: ARE THERE ANY 912 PARTS THAT ARE DIFFICULT TO LOCATE?

"All early Porsche interior parts are hard to find in good condition now. Some components are unique to a 912: tachometers and carpet sets on later US-only 912E cars, for example."

Richard Tuthill, Tuthill Porsche

"Cranks and heads were harder to find last time we looked but, like the 911, many parts are easy to come across these days."

Josh Sadler, Autofarm

"Again the rules are the same as for a 911 restoration: find original, good quality parts. Much like for 911s, this is becoming harder. Many businesses, including ourselves, now manufacture many parts which are no longer available but if original parts are required this is becoming much harder. For example, take the Fuch wheels used on SWB cars from 1967-68. These were 4.5x15 inches and 5.5x15 inches and once sets were easily found. In fact, more were sold and used within the VW fraternity. Looking for a set now, though, has not only become difficult but also very expensive."

Alan Drayson, Canford Classics

GT: WHICH 912 ENGINE IS BEST, THE 1.6-LITRE OR 2.0-LITRE? ARE THERE ANY INHERENT PROBLEMS WITH EITHER?

"We prefer the 1.6-litre engine even though it's lower in power to the 2.0-litre."

Jeffery Segal, Segal Motor Car Company Inc

"The early engine is what many restoration or FIA car customers look for although, of course, others prefer larger capacity rebuilds – even up to 2.5-litres for some. We've been rebuilding four-cylinder air-cooled Porsche and VW engines for more than 50 years, so they hold no mysteries for us."

Richard Tuthill, Tuthill Porsche



"The 2.0-litre from the US market has injection but the earlier engine has the true character of the 912. There are only a few of the US 912s in the UK so they're rare. I'd say that both have their own traits."

Josh Sadler, Autofarm

GT: ARE 912S BECOMING RARE THESE DAYS?

"Yes, for sure, there's no question about it. There are fewer cars and many more buyers so when you do track down a good one, like the very original car I just brought back from the US, it's extremely satisfying."

Richard Tuthill, Tuthill Porsche

"As original early 911s have become much more collectable, prices have soared. The 912 has become much more accepted and as a result availability is suffering."

Jeffery Segal, Segal Motor Car Company Inc

"912s, especially good original cars, have been rare for some time. In today's market the poor condition of the cars being sold for restoration demonstrates the rarity of good examples."

Alan Drayson, Canford Classics

"Value is in originality. Many 912s were converted so we would recommend finding an original one. We did initially once think we had found the fourth ever RHD 912 but on further inspection the number stamped in the rear was from a 911. Always take an expert to view cars!"

Josh Sadler, Autofarm

GT: DO YOU FORESEE 912 VALUES CONTINUING TO ACCELERATE? AND WHAT IS YOUR OPINION OF CURRENT VALUES?

"I do not believe 912 values will continue to accelerate and, quite frankly, I hope they do not. As prices continue to rise on any classic car, investors and speculators overpower the enthusiasts. This ultimately forces them out of the market."

Jeffery Segal, Segal Motor Car Company Inc

"We have built an incredible business on the Porsche 911 and there's no doubt it is a wonderful machine. As someone who grew up driving Beetles and happily runs a VW Golf everyday, the 912 gives me everything I want from a classic Porsche road car, so I do think that values will continue to climb. Demand for good cars exceeds supply many times over."

Richard Tuthill, Tuthill Porsche

"Values are rising in line with other Porsches although they won't hold the appeal of a 911."

Josh Sadler, Autofarm

"There is too much talk about values these days. Cars should be enjoyed!"

Alan Drayson, Canford Classics

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Natural Selection

The launch of the turbocharged second-generation 991 spells the end of the naturally aspirated 911 Carrera. Time, then, to celebrate the three-generations of water-cooled non-turbo versions…

Story: Philip Raby
Photograph: Antony Fraser




WX06 UNM
P2 OLP

The 996 was, effectively, a return to the earliest 911 in terms of simplicity of form, albeit with a super-modern twist



According to Charles Darwin, a species needs to evolve to avoid extinction. And it's evolution that has ensured that the Porsche 911 has remained in production for over 50 years, while many lesser cars have come, gone and been forgotten in the same period. Although some purists will (and indeed do) bemoan every new change to the 911, Porsche has to constantly evolve the 911 so that it remains relevant in an ever-changing, ever-more demanding and increasingly competitive marketplace. The market for the 911 today isn't a small number of bearded enthusiasts but rather wealthy and exacting buyers spread around the world, who look at the 911 as one of a number of choices that may also include a Mercedes, BMW or Ferrari. Furthermore, Porsche also has to bow to increasingly stringent emissions rules, too. It's a tough balancing act, keeping an icon alive.

The problem is that ensuring the 911 lives long and prospers inevitably means upsetting the aforementioned purists. It's happened so many times over the years; impact bumpers, power steering, ABS, four-wheel drive, swept-back headlamps, water-cooling, electric steering – all nails in the coffin of the 911's supposed character and purity, so we're told by the doomsayers and internet pundits.

Of course, such grumbles are short-lived, and all but the real die-hard pre-1973 enthusiasts have long embraced the 911's refinements over the years, and even the 964 with its plastic bumpers, coil springs and four-wheel drive has become a sought-after classic; and the 996 is fast following in its footsteps. Now, though, the latest version of the 911 Carrera has turbocharged engines across the range. And those engines are less than 3.0 litres in capacity. Oh, the shame. In time, though, you can bet your bottom dollar that this new second-generation 991 will become as accepted as those 911s that went before it.

For now, though, let's pay homage to the last of the naturally aspirated 911 Carreras by bringing together the three generations of water-cooled cars; the 996, 997 and the first iteration of the 991. For added interested, we've included one of each body style too – a Coupé, Targa and Cabriolet.

It makes sense to start at the beginning with the 996, the car that, above all others before or since, marked the biggest sea change in the 911's









The 996 was the first water-cooled 911 and boasted a purity of line in its styling. Inside, the distinctive five dials were retained while the rest was modernised

long history. Launched in 1997, it was the first all-new 911 since 1963, and boasted a completely new bodyshell and – shock, horror – a water-cooled engine. The new engine was needed because the old air-cooled unit had been pushed to its limits in terms of performance and efficiency, and could no longer meet noise and emissions regulations. The body was larger to give extra room for occupants and its slippery shape was refreshingly free from the bulging arches, big intakes and spoilers which previous 911s had collected over the years. The 996 was, effectively, a return to the earliest 911 in terms of simplicity of form, albeit with a super-modern twist. Looking at it today, it's stood the test of time well although I personally prefer the original 'fried egg' headlamps over the face-lift versions which this later 996 has and which, to my eyes, make the nose look high. It's a neat, compact – you could even say small by modern standards – unpretentious looking car, and I like it a lot.

Sadly, though, the 996 was often criticised for its understated looks so, with the 997 that followed, Porsche quickly scribbled some curves and retro lines back into its shape, drawing on the 993 for inspiration. And there's no doubt that the 997 is a great looking car. Launched in 2004, it was essentially a heavily revised 996, with the same underpinnings and engine (although 3.6- and 3.8-litre variants were now offered in Carrera and Carrera S forms). It works well as a design, especially from the rear, which is wider than that of the 996, and is more traditional and more palatable to many enthusiasts. I think the 997 will go down in history as one of the best looking 911s of all time, right up there with the 993.

Put the 991 next to its two predecessors and its extra size is immediately apparent. This all-new 2011 design is 70mm longer than the 997 yet at the same time the roofline is slightly lower. With



bulging projector headlamps, narrow slashes for rear lights, and a Ferrari-esque array of front intakes, this is a fussier design in line with that of most modern cars, yet one that has grown on me and there's no doubt it does look modern, even though it's lacking a purity of form.

Now what of the cabins? Because the 996 marked a new beginning for the 911, its designers wanted to do something radical inside, so they threw away most of what went before and in its place created a delight of flowing curves so that, at long last, the 911 had an interior that reflected its curvaceous body shape. The only nod to heritage is the array of five dials which, in the case of the 996, neatly overlap each other. The cabin still looks good today although some of the finishes appear a bit cheap. It's refreshing to see a standard radio head unit, which still works well today, unlike the optional PCM unit which has become hopelessly dated. I'm also drawn to the 996's door panels with their sculpted flowing handles and pockets.

In contrast, the 997's door panels appear to have been designed with a ruler – all straight lines and uninspiring. In fact, they are a reflection on the car's interior in general which is strongly influenced by that of earlier 911s, with a strong horizontal kink running full width across the dashboard, and an overly boxy glovebox lid. While styling the 997's body on previous 911s made a lot of sense, doing the same with the interior was less logical – all buyers know what a 911 should look like from the outside but few would be aware of its interior heritage. All 997s came with a PCM screen, although sat nav was an option, and today this is increasingly old technology.

So far, there's nothing dated about the 991's high-tech cockpit (but give it a few years). The dash is an evolution of the 997's but the big change is the adoption of a high centre console, as now fitted across the Porsche range. It's very non-911 to me but, again, most buyers won't know or care. It's also noticeably larger inside – with the other cars I could extend my arm and touch the passenger door from the driver's seat – not so in this one. The finish of the buttons (of which there are many) and other surfaces is much improved and the overall impression is of quality and luxury, as befits a car that costs close to £100,000. Thankfully, Porsche has ditched the Etch-a-Sketch door panels of the 997 in favour of beautifully designed things that cleverly incorporate the speakers and handles. The PCM screen gives cheeky animated logos on start-up





With the 997, Porsche produced an uprated and updated version of the 996, drawing on the styling of the 993. On the road it offers a true Porsche sports car feel…







I think the 997 will go down in history as one of the best looking 911s of all time







The 991 moved the 911 closer to the GT genre, but the last water-cooled Carrera is the most proficient car here in many ways. But is it missing something?

and the right-hand 'dial' is now a cleverly disguised multifunction screen. The overall impression is a cockpit that is designed to delight and make you feel special.

Special it may be, but is the 991 a true 911? In other words, does it drive like one? Turn the key and the 3.8-litre flat-six doesn't disappoint, with one of the best 911 exhaust notes I've heard for a long time. Sure, it's been acoustically tuned to be like that but so what? It sounds great and that's all that matters. It's far from intrusive, either, which suits the car's luxury feel. At first, I'm conscience of the 991's extra bulk but as I settle into driving it, I get used to it and, while I'm always aware that it's a largish sports car it doesn't bother me. There's no doubt that Porsche has raised the ante with the 991 in terms of performance and handling. It's a fast car and it's also astonishingly capable. The longer wheelbase means that you'd hardly guess the 991 is rear-engined and the handling is remarkably neutral.

Push the 991 hard and it does all that you ask of it, without fuss or drama. The steering remains finger-tip light, as you expect from a 911, but without the trademark twitchiness of earlier cars. The PDK transmission I have always had a love-hate relationship with but there's no doubting its



There's no doubt that Porsche has raised the ante with the 991 in terms of performance and handling

capabilities and it's preferable to the clumsy seven-speed manual, while the little blips it gives on downshift are delightful, if arguably unnecessary. The 991 is a remarkable feat of engineering which is close to perfection. I push it increasingly hard in search of limits which I daren't find on public roads, and for that reason I delight in driving it but, for me, there's something lacking.

I find out what that something is when I drive the 997 – as soon as I get going, I start smiling, which I didn't in the 991. This standard 3.6-litre Carrera has basic coil-sprung suspension rather than the 991's active suspension and that – plus the willing engine – makes it immediately more fun. It hops and dances around the corners with amazing dexterity but demands that I pay attention to the inputs I'm getting through the steering wheel. In other words, I have to drive the 997. Get it right and it's so rewarding but, at the back of my mind, there's always a doubt that I could get it wrong, and that makes it exciting. There's a hint of understeer pushing into corners and I have to throttle out to get the full rear-engine experience. This is true 911 driving at its best – man, it's fun!

The 997 shares its underpinnings with the 996





that preceded it so it makes sense that the older car will deliver a similar experience. And it does, but to a lesser extent. Porsche tweaked the suspension and gear ratios for the 997 which makes it more involving than the 996. In an odd sort of way, then, the 996 doesn't encourage me to drive it hard; it feels more lazy, but I force myself anyway and am rewarded with another silly grin. The 996 feels the faster car and is remarkably nimble and capable when pushed, if not quite as agile as the 997. Don't believe the critics – the 996 remains a great 911 in the true spirit of the legend.

Looking at the three Porsches I've just experienced, I ask myself which Carrera I'd take home with me, ignoring the financial aspects. There is no doubt in my mind – it would have to be the 997. For me, it's the last true 911 and the perfect combination of classic looks and handling. The 996 is a very similar animal and, for that reason, should also appeal to the enthusiast looking for a true 911 driving experience, especially on a tight budget.

So where does that leave the 991? It's without doubt the best car here today – which makes sense as it's the latest evolution of the 911. It takes a 52-year-old design and throws it bang into the second decade of the 21st century. It is the 911 for today's world and, as such, it excels. Buyers with £100,000 to spend will compare the 991 favourably with the competition and will enjoy the fact it looks like a 911 but doesn't compromise in terms of comfort, equipment and capability.

Back in the 1970s, Porsche planned to phase out the 911 in favour of the 928 – a much larger Grand Tourer. It didn't happen, but by a strange twist of fate, the 911 has itself become that large GT car in the shape of the 991. The more compact 996 and 997, on the other hand, are true sports cars and, in my book, all the better for it.

Will turbocharging drag the 991 even further from its roots? Only time will tell but one thing is for sure – it will take the 911 one step further along the evolutionary scale with new technology that will ensure it remains relevant in an ever-changing world. Actually, thinking about it, maybe that's intelligent design, not evolution… ○





CARRERA BODY STYLES

All three of the 911s featured here were offered in three body styles – Coupé, Targa and Cabriolet and, for the sake of completeness, we have included one of each in our photoshoot. The 911 was originally designed as a coupé but Porsche planned from the start to do an open-top version. However, fears over future US legislation meant that, instead of a full convertible, the first open-top 911 was a Targa.

This novel concept consisted of a sturdy roll hoop that protected passengers in the event of the car turning over and also maintained rigidity. A lift out roof panel folded up and stored in the boot. Although this was a neat solution, by the 1990s buyers wanted a more convenient system so Porsche reinvented the Targa in 1995 for the 993 version. This consisted of a large glass panel that, at the touch of a button, slid down under the rear window – effectively a giant sunroof. It was clever, looked great and, in the case of the 996 we have here, also incorporated a lifting rear window to allow luggage to be placed on the rear seats. Yes, it's a 911 hatchback! The same very practical and logical system was carried over to the 997.

As great as the glass-roof Targa was, it only ever accounted for some five percent of 911 sales so it was predicted that Porsche would drop the model when the 991 came along. But no, instead it came up with a car that apes the style of the old roll hoop Targas but, instead of the lift-out panel, the rear window lifts up and the roof retracts back under it, in a rather convoluted fashion. The 991 Targa looks good but it's a massive departure from Porsche's usual form-follows-function philosophy.

The first 911 Cabriolet appeared in 1983 and looked good until the roof was opened, when the folded mechanism stood proud, rather like a pram lid. A tonneau cover had to be manually fitted to ensure neatness. That all changed in 1997 with the 996 that had a hood that slipped neatly under a rigid cover, giving the car a chunky and purposeful appearance from the back. This was used on the 997 that followed and the 991 has continued the same concept, albeit restyled and refined. Indeed, the 991 is surely the best looking 911 Cabriolet, with its lower, Speedster style lines, while the semi-rigid hood itself is a miracle of engineering.

While there's no doubt that open-top motoring, in whatever form, is great fun, it has to be said that, for purity of style, you can't beat a 911 Coupé, of whatever vintage.



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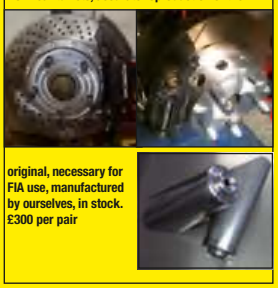
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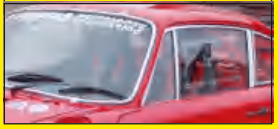
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just looking

by Peter Morgan



Author of 25 Porsche books, Peter has been involved with the brand for 35 years

Peter Morgan considers the importance of a good garage to house your Porsche.

I was reading a feature recently about luxury garages and inevitably it focused on marble floored, climate controlled palaces that couldn't be called garages by any understanding of the word. In the course of my job, I get to see a vast variety of locations where owners keep their Porsches and in many cases, these places can be as interesting as the cars themselves.

With many owners, storage of their car is often an afterthought and a maintenance budget the stuff of dreams. All of which is an astonishing fact when the car has cost its owner a significant sum and they will probably want to maximise their return at a later time. Many 'new generation' Porsche owners only drive the car to flash the key fob and they frequently have little regard for the car's protection or ongoing wellbeing. That can't be said of the marble palace owners of course. These guys get their Porsche hit from admiring their cars as design masterpieces. But enjoying the cars only as works of art touches a mere fraction of the pleasure they can offer. You need a proper garage for that.

In London and the big cities, I will accept that unless you want to leave your car on the street, the underground car park is a frequent, cherished car storage option. This first garage type is often a dank, dusty cavern that contains row after row of covered sports cars. This is the garage as a vault or investment shelter. It's a fairly unfriendly place and many owners don't even accept the need to occasionally go and admire their wheels. The car has been bought to accrue value as part of a portfolio.

When I see such cars, they're usually forlorn and I feel that if they could talk, they'd tell me of their dreams of blasting up the Grossglockner on a sunny spring morning. The reality though, is that many are neglected because their owners frequently don't understand the importance of running the car properly and having it maintained. You'll be pleased to know that I don't whisper in their air intakes of better days to come though…



The second category of garage is the domestic double or single. Generally, the home garage is a senior playroom and a good environment for a car. The trouble is, the space around the car is almost always filled with life's clutter. There is often only just enough space because the rest of the garage is filled with bikes, baby transport, disused gym gear and DIY hardware. With these garages there is a risk of accidental damage to the car from dragging handlebars, falling garden tools and being bumped by the holiday roof rack that's hanging above. But this is a good place for a Porsche to be. They are usually draughty, which is good for reducing condensation and their frequently non-technically minded owners usually have a strong sense of the car's quality. The Porsche represents a personal ambition achieved and the heritage that lies behind the badge is revered. These cars are usually well cared for and are driven frequently at weekends.

> *"There is nothing quite like the captivating smell you get when you walk into a 'working' garage"*

The last principal garage type is owned by the hands-on enthusiasts. For me as a lifelong engineer, there is nothing quite like the captivating smell you get when you walk into a 'working' garage. It may sound romantic to say that these places have a special, addictive odour – like the whiff of fresh coffee in the kitchen – but the blend of old oil and gasoline are an invitation to take a look at what's kept there. The garage floor will be covered with the scars and stains of multiple home oil changes, while the once whitewashed walls will be lined with over-loaded shelving and hung with car parts that can never be used again, but will never be thrown out. These garages are also an exhibition of the local tool store's products. The owners are people who want to (or have to) do basic work on the cars themselves and they get the triple hit from Porsche ownership of enjoying just looking at their cars, and regularly driving them. Whether it's a Carrera 3.2 or a cherished Boxster, the car is invariably polished to within an inch of its life.

Lastly, and out of necessity, many Porsches live outside. Their owners enjoying the driving and ownership experience despite the lack of cover. But these cars live a tough life. In London, a street Porsche bears the scars of envy and carelessness like nowhere else, while all outside cars pick up debris, mildew, UV damage and seem more prone to ageing. But at least they tick the most important box – they get used regularly ○

The views of the author are not necessarily shared by the magazine.

your writes



Our letter of the month receives a Britemax detailing package worth £65

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Back Issues

I always read your *GT Retrospective* pages and wonder where on earth the time went. It's interesting to see what has been in the magazine in the past, and also to appreciate how tastes have changed with regard to certain cars over the years. Look at how popular the 996 is fast becoming, most enthusiasts would have called you crazy a few years ago if you'd championed the first water-cooled 911. Every now and again I would like to read certain articles you mention in these pages, are you able to supply back issues of *GT Porsche*?

Martin, Cardiff

We're glad you like our little look back into history each month. We are able to supply back issues of the magazine, and luckily enough we're now offering issues over a year old at half price – so they're just £2.50 each (including postage and packaging). In our online store you'll now find a 'clearance' section for GT Porsche*, so pop along and see if anything takes your fancy: www.gtpurelyporsche.com* ***GT***



BRITEMAX

Star Letter



Diesel Scandal

Amid all this chaos surrounding the Volkswagen 'cheat' scandal, should I be concerned about the 3.0-litre engine in my Porsche Cayenne Diesel and subsequent residual values should it prove to be involved?

John, Surrey

The VW Group saga concerns NOx (nitric oxide and nitrogen dioxide) levels emitted by 11 million of its four-cylinder diesel engines worldwide. In Europe these were used in VW, Audi, SEAT, and Skoda cars until the MQB platform arrived and subsequent new accompanying engines replaced the unit in question. So far the official line is that the six-cylinder Audi/Porsche 3.0-litre V6 diesel engine, such as that in your Cayenne, is unaffected. If this turns out to be untrue values are very unlikely to be impacted, but performance and economy might well be – ultimately watch this space. ***GT***

New 911

In last month's issue of *GT Porsche* the pictures of the new 991 Carrera have the exhausts exiting in the corners of the rear bumper, but those are different to other images I have seen where they exit nearer the centre. Why is that?

Jack, London

The central twin-pipe arrangement on the second-generation 991 is the sports exhaust option, an exit each side features on the Carrera, a twin option on the Carrera S model. ***GT***



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FRONT TO BACK

Racing Porsches of all incarnations, Rebecca Jackson has gone from track day enthusiast to potential 2016 Le Mans competitor. In the process she's gained a unique insight on racing modern Porsche machinery on track…

Story: Johnny Tipler
Photography: Chris Valentine, Marc Waller

Having been raised on a diet of motor racing, Rebecca Jackson climbed the competition ladder racing Porsches, first with a 924 and then with a 986 Boxster race car. Having shifted from front- to mid-engined machinery, this season Rebecca has gone rear-engined at the wheel of a 997 Cup car in the GT Cup series. Johnny Tipler chatted with the ebullient Porsche girl racer over breakfast at Silverstone…





"I got five podiums in torrential rain… that's when I decided to take it seriously"



GTPorsche: Rebecca, when did you first become interested in racing?

Rebecca Jackson: I've always been interested in racing! I was at the racetrack when I was a baby in my pram. My father was racing in the Birkett Six-Hour Relay race and my mother was wheeling me around the outside of the circuit. I woke up to the sound of a very noisy V8, which was the first race engine I can recall.

GT: So you were going to races throughout your childhood but when did you start putting it all into practice?

RJ: It's in the blood, I'd say. When I was a kid I went on the bumper cars and instead of bumping into other people I tried to race! I couldn't afford to go racing when I was a teenager but when I was at university I just did track days. After graduating I set up my used car sales business and I kept on reinvesting the money and growing the business, and then I was in a position to go out and buy my 35-year-old 924, which I paid £5000 for because it was a racing car, not a road car. I got my race licence in February, bought the car in March and then raced it at the beginning of April. It broke down in practice and I thought there was no way it would be ready in time to compete but in true club-level racing style, people rallied round and, lo and behold, it was fixed up and I went out to race having only had 15 minutes of seat time!

GT: So how long were you in the 924 before you got into the Boxster?

RJ: I raced my 924 for two seasons. The first season, every time it rained I spun and I finished at the back of the grid, but I was 4.5 seconds faster than the lap times of the other guy at the back of the grid. So I thought, 'right, if I just rein it in a bit I can do something with this', and so by the end of my first season I was six tenths of a second off the championship winner. I worked on the car over the winter, getting it better prepared, and then in my second season I got five podiums, including a win in torrential rain, so that's when I decided to take it a bit more seriously. I went to the Autosport show and pitched 'Project Le Mans', which is all about my ambition to drive the 24-hours race in 2016, to loads of different parts suppliers so that I could turn a road-going 986 into a race car. I secured about £15,000-worth of parts, and then started racing my Boxster in the BRSCC Production Boxster Championship.

GT: So you'd gone from a front engine, rear-wheel drive, transaxle gearbox ride to a mid-engined chassis. Are the handling characteristics completely opposite to each other?

RJ: Yes. Both those cars have an even weight distribution but with a 924 you can really throw it into the corners and sort it out when you get there and you can carry a lot of speed through the apex whereas Boxsters are slower into the corners but then you can get back on the power very early. I felt I needed to have a little bit more patience with the Boxster against the 924 because it was also a production road car, whereas the 924 was a race car and it had rose-jointed suspension, while the Boxster's suspension was a lot softer. The Boxster's mid-engine characteristics meant that as I was going into the corners slower I had to have a bit of patience and let the car settle before giving it another command, so it was a completely different driving and racing experience. But that's

"I really enjoy learning the way that cars behave differently and developing that throughout my racing career"



something that I thrive on; I really enjoy learning the way that cars behave differently and developing that throughout my racing career.

GT: How long did you drive the Boxster for?

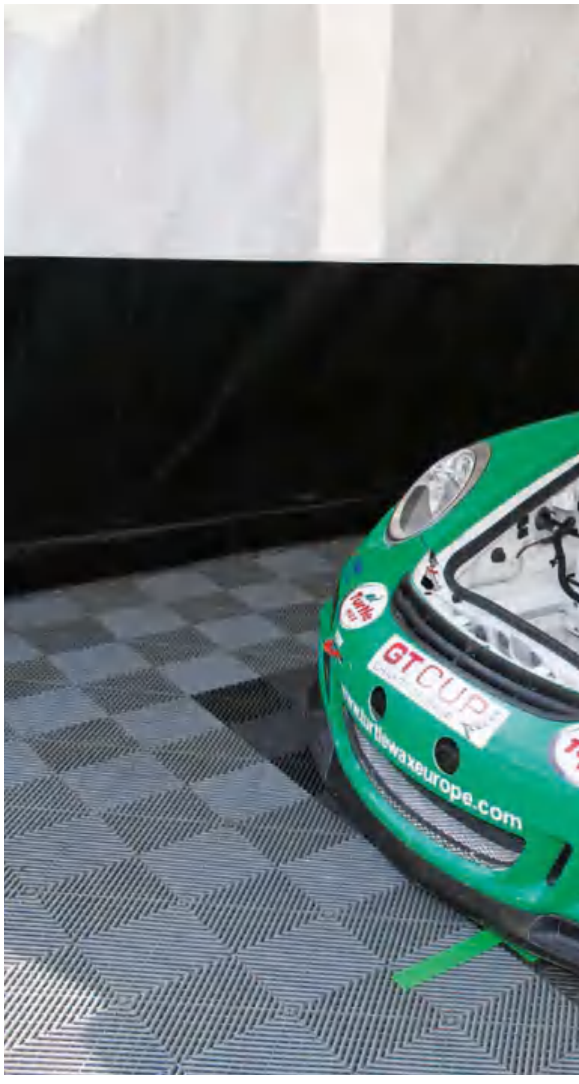
RJ: The first year was 2013, and I won the Production Boxster Championship that year. I wanted to do longer races, in line with Project Le Mans, and the idea was to do longer driving stints so I upped my personal training regime in between 2013 and the 2014 season. I also took part in the CTU Cartech Endurance Series. Races were 45 minutes long and most teams would have either one car with two drivers or two cars with two drivers each. I just had one car, one driver. Then at the end of that season we took part in the Birkett Six-Hour relay race, so the wheel had come full circle as this was the actual race where my father competed when I was a baby! It was a great experience, and we won our class. It was a team thing. I did 2hrs 15mins in that race, so we were all absolutely over the moon to win our class. My parents watched as well, so it was the opposite of when dad was competing.

GT: Did the car evolve over those two seasons?

RJ: We developed the car quite a bit between '13 and '14 because we were given a bit more of a free rein in the second year. It was no longer a production-spec Boxster so we fitted suspension from Quantum Racing Suspension (which I wasn't allowed to have in the BRSCC Championship), and we were also running high-spec motorsport brakes and a rear wing along with a GT3 front bumper, so the Boxster was really starting to turn into quite an animal! It was a brilliant year's racing and I collected a bit more silverware to add to the trophy cabinet. We developed as a race team as well because I've been with Quinntech Racing since the production Boxster Championship. Each year has been a step up as we've gone from a 924 to a production Boxster to more of a race-spec Boxster, and then a big leap this year into a 997 Cup car.

GT: I gather you rent the 997 Cup car, so will you keep the Boxster, even though you haven't raced it this season?

RJ: Yeah, I probably will keep it. As a driver, it's wonderful to be able to have a race car that's your own, and I love my Boxster. I actually bought it as a road-going 986, an absolute gem. I'm not a fan of buying Cat Cs and Cat Ds with no service history and botching them into a race cars; that's not my style. So mine had a full service history stamped by Porsche specialists. My original day job before racing, writing and presenting was my used-car sales business, and I managed to find it in the trade. A few of the stamps in the service book were from a company that ran some of the Boxsters in the BRSCC Championship. So I phoned them up and said, 'I'm just looking at a car that you've been taking care of for the last few years and could you give me the lowdown?'. It turns out it was a really good one – not only a testament to Porsche engineering but also the servicing, as my car had done over 90,000 miles and I then did a whole season in the BRSCC Championship without rebuilding the engine.











GT: So there was no hint of IMS bearing problems or anything?

RJ: No, none at all. JMG down in Dorset rebuilt it for the CTU Cartech Endurance Series, and we only did that because we were going to be doing longer races, but there was nothing wrong with it before that. I drove it around for a while before it was converted into a race car. It was originally Guards red, so a very pretty car, and I completely fell in love with it. I loved driving my 924, too, but part of the thinking behind moving from the 924 to a Boxster was that the Boxster is a prettier car, and it's appealing to sponsors because it's very photogenic. I enjoyed it on the road and I enjoyed racing it for two seasons, but as soon as I started to have some success in the Boxster, only then did I feel I could part company with the 924. It's very difficult to sell your previous race car until you've bonded with your next one. So, yeah, I'm planning on keeping it, though I've tentatively put it up for sale. This is what car dealers do when they really like a car: they put it up for strong money so that it doesn't sell so they can justify keeping it! But I don't really want to sell it because it's part of my life at the moment.

GT: How have you done so far this season in the GT Cup series with the 997 GT3 Cup car?

RJ: The Cup car is a completely different beast altogether. It's got a sequential gearbox for starters and it's got almost double the horsepower of the Boxster, at over 400hp. And, of course, it's rear-engined so although some of the driving style is very similar to mid-engined cars in that you can get on the power quite early as well, it's amazing

as when it starts to get a bit out of shape, in order to get it back you cannot lift; I know that everyone says it and it's a bit of a cliché, but you just can't! You just have to force yourself to keep your right foot in it. Your brain and gut instinct fight with each other when you first start driving a mid-engined or rear-engined car but eventually it just becomes second nature. So when the back end slides around you have to use opposite lock but with the 924, when you can get a bit of a tank-slapper on it doesn't really matter; you use opposite lock and then you can straighten the steering wheel immediately. But with the 986 and 997, it's opposite lock, straight, and you keep your foot on the power. You might feather it slightly but you cannot lift off. Your brain is telling you how to drive the car, so it does then become second nature. It's a wonderful experience.

Unfortunately, as yet, our car is not competitive in the class it's in because we're competing against cars that have traction control, ABS and some have almost 100hp more than us because they've been bored-out. But the aim of the game this season is for me to really get to grips with racing a 911, and to do it the hard way. I won't drive a car that's got traction control because it won't teach me anything and it won't put me in as good a position with regards to learning how to drive it properly. I've also been developing my racecraft with Strakka Racing in its simulator, and that's really helped me to improve. I've also been endurance training with Strakka, and that's helped me tame a very physically demanding car with its manual sequential shift. I'm a lot stronger than I was last year and that's really noticeable my driving. So at the end of this season I'm really excited about what we might do next year. Project Le Mans could well come to fruition!

There are some real hotshots running in the GT Cup championship (like Adam Carroll who drives the Gulf Porsche 991 R-GTE in ELMS) and the grids are an eclectic mix, including a 997 GT3, a Ferrari 458, an Aston Martin Vantage, a Lotus Evora GTE and a Ginetta G50, so Rebecca (who's currently lying sixth in the GTB class in the 997 GT3 Cup car she shares with Mike Sellar), is really up there with the big guns. This series is the natural precursor to the Blancpain series and the ELMS, so it's entirely possible that her evolving career path will see her driving at Le Mans in 2016 ○



second thoughts

by Simon Jackson



Simon has worked across several automotive publications over the past decade

Simon Jackson talks with August Achleitner, Head of the Porsche 911 Product Line, about the future of 911 propulsion. Might we ever see the likes of a 912 again?

Back in March at the Geneva Motor Show I spoke with August Achleitner, the man responsible for the evolution of Porsche's most iconic car. August is always fantastic value; he's on message enough to keep the PRs (and perhaps more importantly his bosses) happy but he's also relaxed enough for his personality to come across, too, which is refreshing. I was fortunate enough to steal some more of his time at the recent Rennsport Reunion event in California. Like myself August had flown out for a short and sweet assault on the event from Europe. August is a purebred Porsche enthusiast. He and his staff back in Germany are supremely passionate concerning the brand and (naturally) about the 911 specifically. Later in the day I spotted him performing an appraisal of the new car in front of an assembled throng of fascinated Porsche Club of America members in a rather hot tent; he sounded just as enthusiastic and interesting as he did when chatting with me.

When I last spoke to August he categorically told me there would never be a four-cylinder engine in a 911. He reiterated that point again to me in the States, but I was keen to understand what he did see as an acceptable contemporary system of propulsion for his baby. The downsizing of 911 engines clearly wasn't a popular route in his view, so what about hybrid or all-electric version?

"I think a hybrid is the right way to go. Look at the 919. It's a very successful car and it shows us the right way for the future," August explained. "If we need to reduce fuel consumption [in the future] then the next step is hybrid power. We've learnt a lot from the 918 and 919 – myself and the race team are in close communication all of the time."

From what I've seen, August and his colleagues at Porsche tend to wear their hearts on their sleeves when it comes to the future of the 911. His comments here, although they do not offer any exceptionally new insight, do show an approval of a hybrid or all-electric 911 model in the not too distant future. From Porsche's perspective this would represent something of a logical next step, and it's what concept cars like the Mission E, revealed at the Frankfurt motor show in September, intimate. But one thing that interests me is the level of acceptance for such a car from outside of the hardcore Porsche community. We've seen remixed 911s in the past; look at our feature on the 912 in this issue (p18), a car that differed from the 911 only through its mechanicals (with a four-cylinder engine rather than the 911's six-pot), and yet which was labelled as a 'poor man's Porsche' by many. While initial sales were strong, historically speaking the 912's reputation suffered (rightly or wrongly) during its lifetime as a result of what some saw as performance inadequacies when compared with its parent car. Might we see a repeat of this opinion in modern times if a dual-powered 911 appeared? Could this 'e-911' be considered a deficient Porsche, like the 912 before it? You'd like to think not, but who knows…

> *"Porsche is clearly not prepared to run the risk of putting a four-cylinder engine in a 911 for fear of a backlash, but it will soon be doing just that with its entry-level models"*



While Porsche is clearly not prepared to run the risk of putting a four-cylinder engine in a 911 for fear of a potential image-tarnishing backlash, it will soon be doing just that with its entry-level models: the Boxster and Cayman. Both have inevitably walked in the shadow of the 911 since their inception and, like the 912, each has often endured grossly unfair criticisms. Today the 981 platform cars have been honed into fantastic sports cars but could that reputation be set to change when they have two-cylinders loped from their engines? Sadly the move may well serve to strengthen the 'poor man's Porsche' argument. In my view there's no such thing but I'm well aware that not everyone agrees ○

The views of the author are not necessarily shared by the magazine.

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SHOW AND TELL

Recently renovated by Canford Classics, this 930 Turbo Cabriolet appeared on the Porsche stand at the 1987 IAA Frankfurt Motor Show, and it has quite a tale to tell…

Story: Simon Jackson Photography: Gus Gregory




SSICS

"Turbo Cabriolets weren't desirable cars, but the fact that this was a show car makes it special"

Tracing a car's history can prove a tricky prospect. If you're lucky you'll become the custodian of a vehicle cared for by a string of astute owners, the type who keep detailed records, receipts, notes, original literature and packed photograph albums. It all helps to paint a picture of a car's history prior to your ownership, which, as a car becomes older is absolutely vital in serving to quench our thirst for automotive provenance, and to add monetary value to said vehicle.

Porsche owners are amongst the best in the world at gathering together and maintaining these records, and as a result at *GT Porsche* we're often furnished with fantastic historical accounts of a classic Porsche's chronological timeline, from birth to present day. Despite this being something of a regular occurrence, every now and again even we are surprised by the tales entwined around certain vehicles, and enthusiast Michael Eatough's 1987 930 Turbo Cabriolet is one such Porsche with an amazing story to tell.

It's apparent that Michael's Cabriolet is something of a celebrity, having started its life as one of the stars of the 1987 IAA Frankfurt Motor Show. We know, thanks to detailed files (and period photographs obtained through the Porsche archive in Stuttgart), that the Porsche stand featured the 911 Speedster concept as its centrepiece that year. Off to either side of the white Speedster (this car now resides at the Porsche Museum in Zuffenhausen) appeared a pair of 928 S4s; one gold automatic, one blue manual, plus a 911 Carrera and a 944 Turbo – both resplendent in a pinky hue. Behind the 944 Turbo, Porsche placed a 944 S, and opposite that sat the very 930 Turbo Cabriolet you see here. It was one of three golden cars on the stand that year, the other being the aforementioned 928, the last being a 924 S. Further back into the booth you would have found a blue 911 Carrera Targa (the Turbo Targa was also new out that



year), a 911 Turbo Cabriolet Flachbau (read flat-nose), and a 944 Turbo Cup car.

"Porsche contracted the design and build of its stand out that year, which was unusual for the company at that time," says Michael of his thorough research into the car. "It's impossible to know what happened to the other cars on the stand from that year, but I do know that some of the 911s on display boasted features that didn't appear on production cars for three more years – they were pre-production prototypes in that regard."

Through a bulging history file attached to the car in question, and his own tireless research, Michael has been able to piece together the story of the Porsche display that year as best he could. The stand's layout was uncovered in a period brochure, while a well-thumbed issue of an old Porsche specialist magazine and show reports from the mainstream publications at the time have all helped with sections of the jigsaw too. As Michael says it's almost impossible to know what happened to the other cars on the stand, but thankfully we do know a lot of the fascinating story behind his gold 930 Turbo Cabriolet.

Michael is something of a classic car collector. His diverse garage currently homes eight vehicles (and counting), each rather different from the last. Perhaps his longest love affair has been with a 1955 Triumph TR2 that has been in his possession for 25 years, but it's not the only English classic he owns. A low mileage 1960 Austin A35 van (a former workhorse for his business), and a 1960 Frogeye Sprite each hold a special place in his heart too, but it's clear to see that German cars are his biggest passion. Two classic Mercedes, a 1965 230S Fintail and a 1957 220 Ponton (used for international navigational rallies) are just the tip of the iceberg. Naturally there are Porsches featured here too. The oldest is a 1960 356 Super 90 Cabriolet that Michael has owned for two decades – he uses it for European trips and admits it's his favourite car in the current Eatough collection. But one of his more contemporary cars is also the one he call his 'all-rounder', it's a 1981 930 Turbo Coupé in Guards red – yes, he owns two 930s! It's a car he simply can't fault, which may partly explain his interest in the Cabriolet version you see here. It was through his Porsche collection that Michael became acquainted with the work of Canford Classics in Dorset, a Porsche specialist turning out some stunning restoration work over recent years. And in turn that's how he became aware of the special 930 Turbo Cabriolet you see here.

"It was owned in period by a German doctor of engineering," Michael explains. "His life lived in Wales at the time and so he drove it across from Germany where it went into storage – that was about 16 years ago."

It's unclear of the doctor's connection with Porsche, but from Michael's investigation he has determined that the cars on the stand at





Frankfurt that year were largely sold (or perhaps passed on) internally within the company, perhaps due to the pre-production 'prototype' technology they are each said to have harboured. This means that it's highly likely that this car was owned by an engineer of relative importance to the Stuttgart operation at the time. Regardless, once in Wales the car was put into storage, but it certainly wasn't the kind of storage you'd place it in today, and it wasn't quite as safe as our friend the doctor may have believed. It seems that, without his knowledge, a Welsh relation of the doctor's female acquaintance had been using the 930 on sunny weekends to blast around the valleys over the years – yes, still on its German plates! This meant that the car had around five-thousand more kilometres on its odometer than the doctor was aware of, but although this was rather unlawful, it is perhaps the reason that this car was more of a renovation prospect than a restoration one when Alan Drayson and the team at Canford Classics first came into contact with it. Our doctor initially contacted Canford Classics in 2010 about the possible restoration of the car, but Alan being the shrewd Porsche aficionado that he is saw its potential and subsequently persuaded a sale to occur.

Alan takes up the story: "It had been stored in a damp garage and only used on occasional weekends, but it wasn't a full restoration project," he explains. "Turbo Cabriolets weren't desirable cars, but the fact that this was a show car makes it incredibly special."

With the car transported from north Wales to Canford Classic's base in Dorset, loyal customer Michael soon sprung to mind as a potential owner for the new acquisition, and understandably as soon as he heard of the 930's story Michael did indeed become its latest custodian – even if he was a little dubious initially: "I first saw it in October 2012 at Canford Classic's old premises," Michael recalls. "It looked awful but I bought it on Alan's advice!" Good advice it was too…

The Dorset-based team began the task of recommissioning the car, and for this job the company is very well equipped, with a small team of expert professionals, and a network or trusted external hands – although today the team has been (and is increasingly being) brought in-house. There's a paint shop just five miles down the road, and a trim shop equidistant too, both of which are coming 'in-house'. What these guys don't know about old Porsches isn't worth knowing. But pulling the car apart, even Alan marvelled at this particular 930's make-up: "There's material on this car that didn't appear on 911s until the 964 RS," he explains. "It even has a thinner hood than on other 911s of the period, which substantiates Michael's research on this being a pre-production car."

A respray was required, and given this car's back story it would have been criminal to colour change it, so the same pearlescent Gold hue was applied in a three-stage process that incorporates a tan base. But as sticklers for historical provenance, wherever possible the car was left original – and it was still largely original, it even boasted its factory tool kit.



Just in time for the Classics at the Castle event at Hedingham Castle in 2013, the car was complete. Then disaster struck: "Unfortunately an electrical problem caused the car to catch fire on the way to the show," Alan recalls. "Luckily it wasn't a total write off and we started repairs to bring the car back to its former glory. I'm quite pragmatic about these things…"

A lesser mortal might have thrown in the towel at this point, but Alan is very much the kind of man who takes these things in his stride, and it's just as well, as by all accounts Michael was rather distraught at the sight of his newly recommissioned Porsche fire damaged.

"The car was being kept at one of my garages," Michael explains. "Alan hadn't had the chance to tell me what had happened in the mêlée, so when I visited the lock-up I lifted the door and was surprised when I saw the car with the fire damage! I was expecting to see a completed car!"

A through investigation pinpointed the exact root cause of the fire; it was down to the air-conditioning motor that had fused, the motor had then jammed and subsequently caught fire. It was a part that Canford Classics hadn't touched on the car, and as Alan rationally summarises, it was just one of those unfortunate things that could have happened at any time. The renovation project was now effectively back to stage one, so the team set about the car once more, again with its originality as their primary mantra. "We carried out a sympathetic yet detailed renovation," Alan says. "We kept to the original Porsche specification, so the car would look just as it would have at the Frankfurt Motor Show in 1987."

This time the car was stripped back to its tub, and anything the team didn't like was replaced with original Porsche parts, meeting Michael's exacting standards (and believe us, they are exacting). Once more the unique 'colour to sample' Golden paint was shot over the shell, and the cabriolet roof was rebuilt using the very same material and shade that the car originally



930 TURBO CABRIOLET

1987 was something of a golden year for the 930 Turbo, so it was rather apt that Porsche painted its Turbo Cabriolet in the golden shade of 'Pearl grey' for the IAA Frankfurt Motor Show. At the Geneva and Frankfurt shows, visitors to the Porsche stands were treated to two new variants of 930 on top of the Coupé model that already existed; the Targa and Cabriolet.

This was the first time these body styles had been offered in 'full-fat' Turbo guise; there had previously only been mere 'Turbo-look' cars on offer. Porsche's engineers applied additional strengthening to both new variants' rear chassis sections; the stronger structures were required to handle the additional power that came with the Turbo model's mechanicals.

The Cabriolet boasted an electric roof, and cleverly its drag coefficient was identical to its Coupé sibling (0.390) with it closed. In terms of pricing for both Cabriolet and Targa versions, a Turbo Cabriolet was (in US currency) over $11,000 more expensive than the Turbo Coupé ($69,530), a Turbo Targa was nearly $4,000 more than its Coupé equivalent at the time. Customers could also specify a 930 Turbo Cabriolet flat-nose if they wanted yet more attention. One appeared within a stone's throw of our feature car on the Porsche stand at Frankfurt in period, if you specified one you'd be looking at paying somewhere in the region of a $25,000 premium over a standard 930 Turbo Cabriolet. All told 1987 proved to be the best (calendar) year for Turbo production, with 2717 cars built in total.



Michael's 930 can be seen here (above left) in '87 on the Porsche stand at Frankfurt…

boasted. A full interior reconditioning was undertaken, keeping as many original elements as possible.

Time was not a factor here, the team simply eased through the work to ensure the best possible outcome for both the car, and its customer. Referring to Michael's own research, Alan and the team sought further originality by not fitting stone guards to the car's flanks as that is how it appeared in the Frankfurt Motor Show images. And you'll find this level of attention to detail and thoughtfulness throughout the car: "All the team at Canford Classics feel privileged to be part of this unique car's history," Alan proudly states of the finished article.

The completed car is, once again, a masterpiece, and is testament to the exceptionally high standard of every reworked car to roll from Canford Classic's premises. As you can imagine Michael is one very proud owner, and given his meticulous personal standards that's another real endorsement for Alan and his team. In fact, this car is so clean, so flawless, that Michael, who very much believes in using his cars as they were first intended, is unsure if he'll be keeping it: "It's rather difficult to keep like it is now – it's almost too nice!" he laughs.

When you've got a classic car for every occasion, we presume your thought process on which cars should stay in your collection, and which should find new homes, is rather a methodical one. Whatever Michael decides to do with this car though he has no regrets about purchasing and restoring it; it has brought him immeasurable pleasure during their time together. And indeed, the same is true for the team at Canford Classics, who have treated this car like it was once of their own, well, it was for a short time at least…

When a car has such a rich provenance as this one, with such an historical tale to tell, it's difficult not to be drawn in by its gravitas and the pure nostalgia of its past. It's a fact Michael and Alan can certainly testify to. And we're sure it's something Porsche fans truly appreciate and relate to in a car bearing their favoured crest, which in our minds marks them out as some of the finest car enthusiasts in the world ○

"We kept to the original specification so the car would look as it would have at the Frankfurt Motor Show in 1987"



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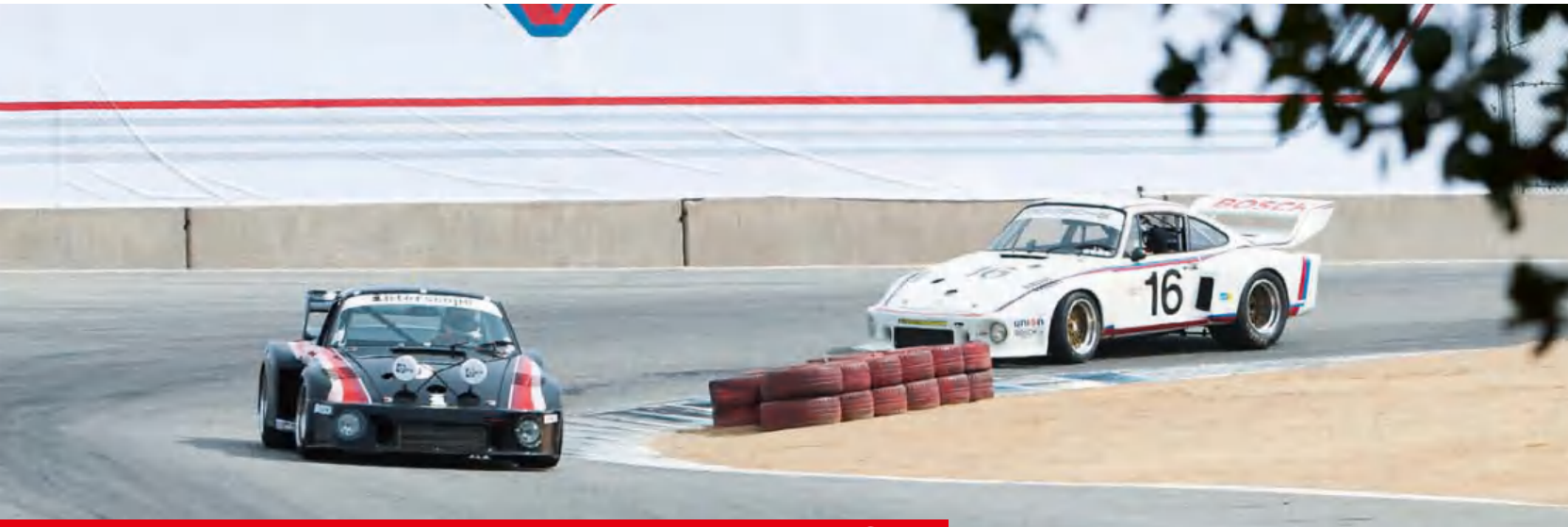
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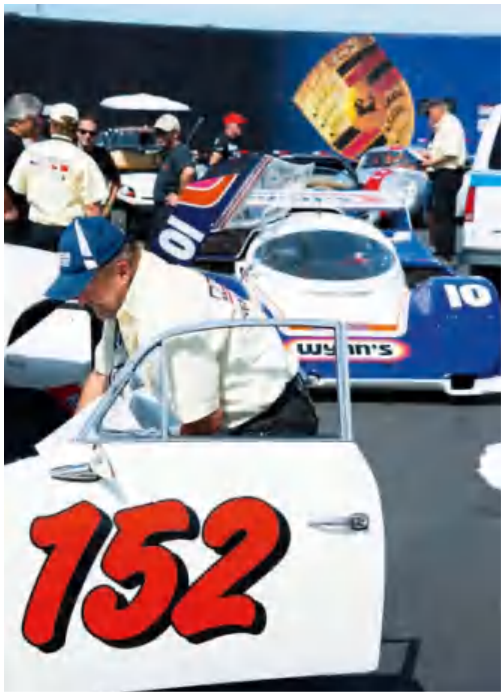


Part One

Class Reunion

With the world's largest gathering of racing and road-going Porsche cars, drivers, collectors, owners and enthusiasts, the fifth Rennsport Reunion celebrated Porsche's successes at Le Mans; it was simply unmissable…

Story: Simon Jackson Photography: Simon Jackson and Porsche





The 911 RSR from the TUDOR series was out, fresh from its overall victory in Austin







Right: This gives you some idea of the eclectic nature of the Porsches at the event

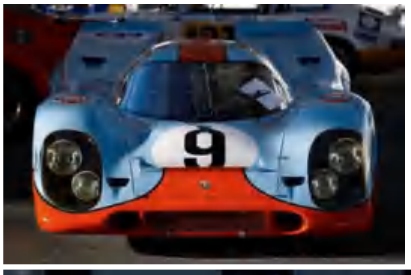
A Gulf-liveried 917 thunders down the main straight toward the Andretti Hairpin at a sun-baked Laguna Seca circuit in California. In hot pursuit are several 908s, 910s, a Carrera 6, and a few more 917s, combined creating a spine-tingling cacophony like you've never heard before. In the paddock sits an immaculate Carrera GT alongside a pristine 959. Derek Bell takes a swig of champagne and exchanges historical tales with Jacky Ickx in Porsche hospitality, Hans Stuck and Mark Webber sign autographs for assembled fans in the garages. And in the car park you'll find the largest collection of Porsche road cars you're ever likely to see gathered in North America. Imagine Goodwood but strictly for Porsches. This is Rennsport Reunion – Porsche's unique 'family reunion' and plainly an event like no other.

Rennsport Reunion was conceived off the back of the 1998 Monterey Historics event, where Porsche appeared as the featured brand during its 50th anniversary year. The event sparked an idea in the minds of Brian Redman and Porsche Cars North America's (PCNA) Bob Carlson; the duo imagined a new event which brought together a brace of legendary drivers, historic racing cars and, of course, Porsche enthusiasts. The concept was perfect, uniting Porsche's most storied cars with their contemporary iterations, its most fabled drivers with their modern day peers – all at a location fitting for such a gathering – a historic American race track.

The first Rennsport Reunion took place in 2001 at Lime Rock in Connecticut, and successfully drew an unparalleled mix of vintage Stuttgart racing cars and driving heroes from days of old. It was a chance for Porsche enthusiasts to both meet metal and flesh icons from the golden age of Porsche motorsport, for others to compete on track in their own historic Porsche cars, and for all to witness the latest Porsche's motorsport arm had to offer. Perhaps most importantly it was a chance for the Porsche fraternity to talk about their passion for the



Below: Just one of the 917s at Leguna Seca. Left: The vast club corrals were packed with Porsches of all kinds























Right: The Chopard static display in the paddock featured a fantastic mix of pristine period machinery





















brand for an entire weekend. Bliss.

As you can imagine the concept proved extremely popular, and so it was decided that the second attempt some four years later would require a larger venue. Enter the historic Daytona Motor Speedway, host of the 2004 and 2007 Rennsport Reunion, and the site of some of Porsche's most epic endurance racing wins. In fact at the 2007 event Porsche recreated a historic midnight pit stop from 1970 with a 917 in exactly the same spot in the pits at Daytona. Suffice to say Rennsport Reunion II and III grew the event further still, and now it had become a Porsche tradition…

Fast-forward to 2011 and Rennsport Reunion was moved again, this time to California's iconic 2.2-mile Laguna Seca circuit near Monterey – home of the 'corkscrew', and something of a fitting return to the area that first sparked the idea for the event back in '98.

Now led by Redman, car collector Bruce Canepa and PCNA, Rennsport Reunion IV provided a more central West Coast location for Porsche enthusiasts. As fitting a venue as there could be, Laguna Seca lent itself to Rennsport Reunion beautifully, and so for its latest running this year, Rennsport Reunion V, the circus returned to California's sun-kissed Monterey Peninsula once more this September.

The theme for Rennsport Reunion V was 'Legends of Le Mans', a rather fitting subject given Porsche's success at the very latest running of the great race this summer. Porsche's past with the storied 24-hour race needs no elaboration, its 17 overall wins across a 45-year history is enough to cement its place in history. To mark the occasion Porsche showcased 75 significant race cars from Le Mans at Rennsport Reunion V, many appearing in the Choppard- sponsored display and there were enough to ensure even the most stoic of jaws were slackened. The track action took place across three days, with cars on the circuit from 8am until 6pm repeated across the weekend, with the 320 competing Porsches split into seven different groups.

Group One (PCA Sholar-Friedman Cup) featured cars from the Porsche Club of America, Group Two (Gmund Cup) brought together a selection of eye-watering period Porsches including 550s, RSKs, 356, Abarth Carreras and Porsche Specials. In Group Three, races were reserved for 911s of up to 2.5-litres (Eifel Trophy), while Group Four (Weissach Cup) was home to machines such as the 906, 908 and 917











Nick Tandy was on hand to run the 919 Hybrid around for display laps



RESTORED 917K EMERGES

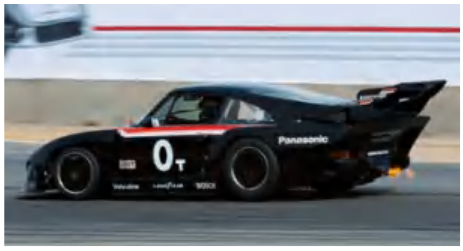
Highlighting Porsche's new service for the restoration of historic racing cars in Germany and the USA, a freshly rebuilt 917K was revealed at Rennsport Reunion V, returning to track use for the first time in 40 years.

The glorious machine won the 1000-kilometre race at Spa in 1971, and enjoyed a successful career in America, and since 2009 was exhibited at the Porsche Museum. In 2012, Porsche Motorsport North America was commissioned to restore the race car to its former glory, which it successfully achieved – factory driver Patrick Long shook the car down prior to the Rennsport Reunion weekend.

"These vehicles have written motorsport history and have gained in value, at times markedly, in recent years," said Jens Walther, resident and CEO of Porsche Motorsport North America in California. "The historic motor racing scene has an extremely strong following in the USA, but many of these vehicles can also be seen on European race tracks. An increasing number of owners are now recognising how important it is for future gain that such vehicles undergo a true to original restoration."

The service from Porsche Historic Motorsport has been designed to cater for the restoration of period racing cars, together with race support and maintenance for the historical machines.







Left: Beautiful patina on this weathered 912. Below: Packed grid of GT3 racers were popular on track



(both naturally-aspirated and turbocharged). In Group Five (Carrera Trophy) sat the 911s above 2.5-litres alongside RSRs, 911 Turbos, 935s, and 924s, while Group Six (Stuttgart Cup) gave the rest a place to play; read 956, 962, GT1 and GT cars. Lastly the IMSA sanctioned Rennsport Reunion Cup (GT3 Cup Challenge) provided a platform for the modern GT3 race cars to bare their teeth. Throughout each day fast and furious action kept spectators' eyes glued to the track, with practice stints on Friday, qualifying races on Saturday (with racing proper commencing Saturday afternoon), and a full day of competition on Sunday. Driving the cars were legends of Porsche eras gone by, but we'll talk more about them next month. Believe us these boys don't hang around!

In-between the racing action, Rennsport Reunion welcomed the Porsche Motorsport Works team and the 919 Hybrid on to the circuit, driven mostly by Briton (and Le Mans winner) Nick Tandy and his New Zealander team-mate Earl Bamber. The Hybrid machine wowed the gathered spectators and provided a highly contemporary link to Porsche's historic Le Mans activates. Alongside it Porsche ran the current GTLM 911 RSR from the TUDOR United SportsCar Championship fresh from its overall victory at the Lone Star Grand Prix at the Circuit of the Americas the weekend before.

It's no cop-out to say that Rennsport Reunion's track-based action boasted something for every palette. What's more, with its relaxed atmosphere and open paddock policy, it allows spectators to get as close as they dare to a range of iconic Porsche machinery, Porsche celebrities and legendary drivers. It would seem that Porsche paradise *is* a place on earth… ○

IN PART TWO:

Next month we'll examine the Porsche Legends and what they have to say about this special event, while also doing our best to explain the amazing atmosphere Rennsport Reunion boasts. Plus we'll share our experience of a hot lap in the 918 Spyder around this very special circuit…

AUTOFARM AT RENNSPORT REUNION V

Amongst the visitors from 24 different countries, Autofarm founder, Josh Sadler, was able to achieve a long-held ambition to race at Rennsport Reunion this year.

The 73-year-old travelled to California from Banbury to race his factory prototype 1970 Porsche 911ST, a car he had owned for over 30 years in a state of disrepair before assembling and restoring it in 2013.

"This event is iconic in the Porsche world and I simply had to do it before I got too old. It was on my bucket list and one I really wanted to tick off," said Sadler.

Run by an American team whilst overseas, Josh was enjoying himself when we caught up with him at the event, having begun to find his feet around the challenging 11-turn Laguna Seca track. But the one burning question we had was a rather predictable one: 'What's the corkscrew like?' – Sadler's answer was short and sweet: "It's actually rather underwhelming!" he said.

After something of a mix-up during the qualifying race, Josh lined up in 12th spot for the Eifel Trophy race for 911s, and after a prolonged safety car period he managed to fight his way up to a ninth place finish with a best lap time of 1:48.126.



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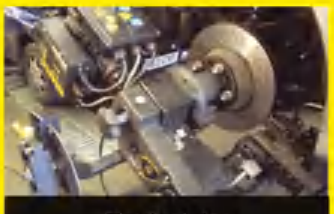
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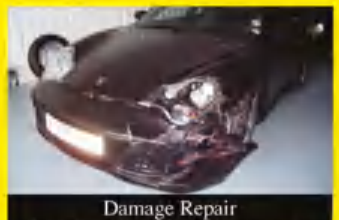

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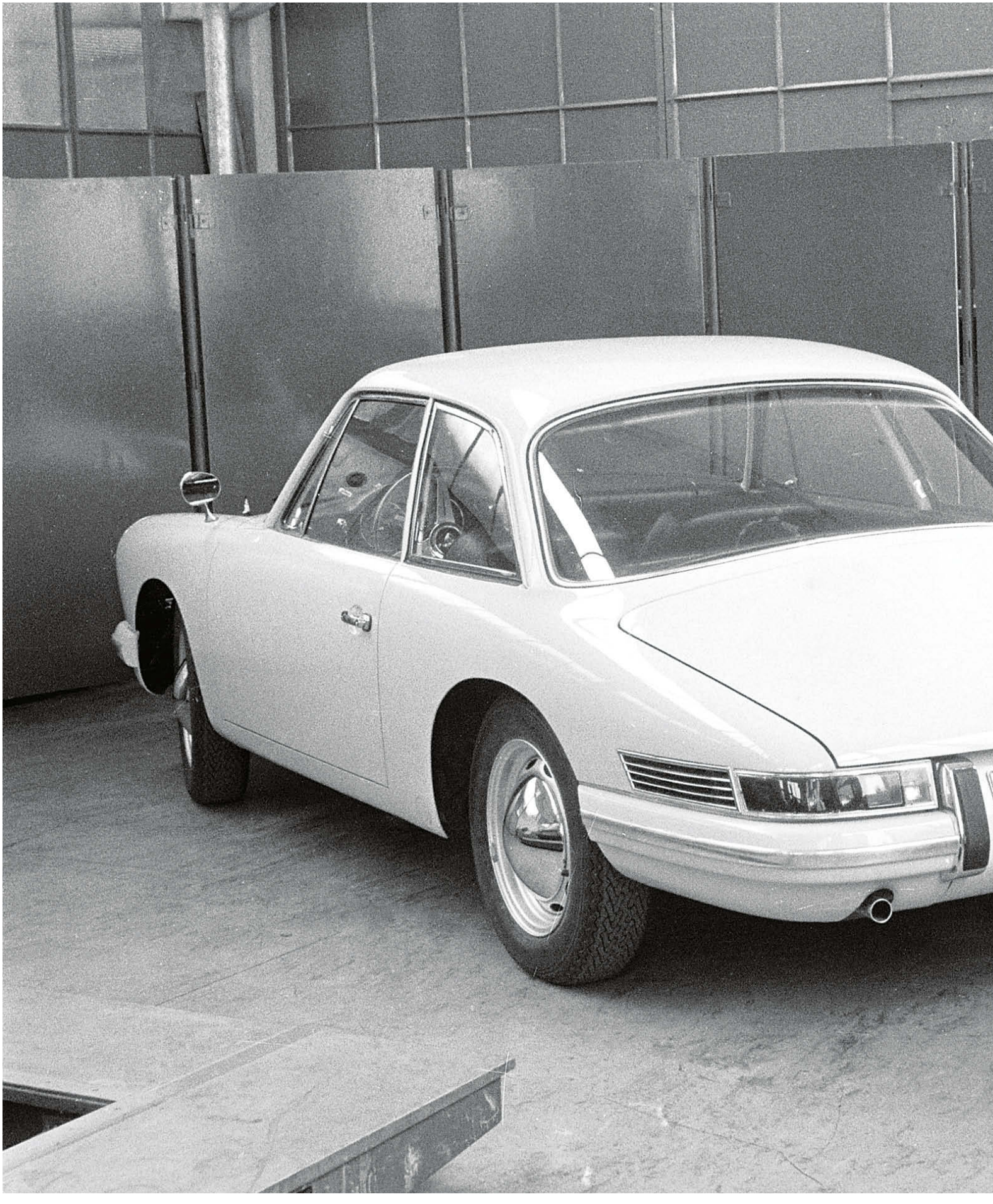

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The *Ancestor*

In some regards Butzi Porsche's stillborn Type 695 of the late 1950s was a somewhat fruitless exercise. However, the concept was highly influential on the design architecture of the 911…

Story: Andrew Frankel Photography: Porsche Archive

It is well known even among general car enthusiasts that the car known today as the Porsche 911 first appeared in 1963, and to readers of this magazine, a little more knowledge may be presumed. You'll probably know it was first shown at the Frankfurt Motor Show, possibly that it was in September of that year and certainly that Porsche originally intended it to be called the 901, only changing the central number when Peugeot defended its copyright on all car names comprising a three digit number with a zero in the middle. Fortunate that: '911' may require one more syllable than '901' but it somehow trips rather more lightly off the tongue, a happy turn of events for those who've been saying it for over half a century.

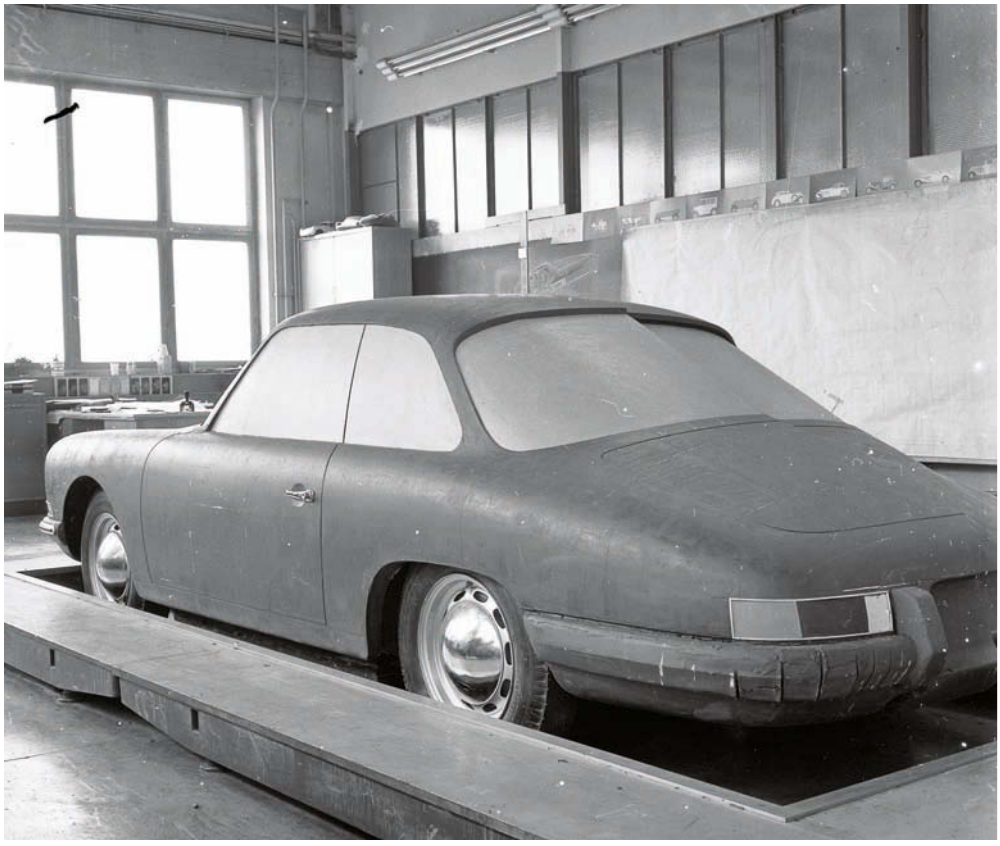
But how much I wonder do most even committed Porsche-philes know about not only how the car got that way but how that flat-six motor found its way into its engine bay?

The roots of the story can be traced back as far as 1952. That was the first time the still infant company started to think about the world beyond the 356, specifically the possibility of a Porsche with four seats, and sufficiently strongly for a couple of prototypes with a '530' designation to be made. Nothing came of the idea at the time because the 356 was still young and Porsche could sell every car it made, but the 530 sowed a seed that, right at the other end of the decade suddenly sprouted.

By 1959 the need to write the next chapter in the story of Porsche road cars was rather more urgent. The 356 was past its tenth birthday and while continually and effectively updated, it was limited not only by its size but also its suspension and engine, both of which had evolved from Volkswagen designs. Ferry Porsche now wanted a car that was big enough for proper rear seats, that would function as effectively as an every day working tool, as it would a weekend recreational one and elevate the world's perception of the marque into that of a major player on the global stage. In short, he wanted a car that would sell in numbers and at a price far beyond anything achieved by the 356. He gave the job to his son, Ferdinand Alexander, better known as Butzi Porsche.

The Type 695 that resulted was not only an early 911 prototype but it was by far the most influential and is today easily the most famous, not least because one is on permanent exhibition in the Porsche museum in Stuttgart. Indeed if you only saw it from the base of the windscreen forward, you might easily mistake it for any other early 911 whereas in fact it's not just the rear of the car that's utterly different, what lies beneath is too.

Even today, most new car designs start with a single measurement: the distance between the front and rear wheels, and the 695 was no different. Butzi latched onto the wheelbase of the old 530 design because he already knew it would provide (just) enough space for four adults on board. That measurement alone





meant the new car would be a completely different proposition to the 356, not only seating twice as many people but, just as importantly, utterly changing the handling characteristics away from the nimble, agile approach of the 356 toward something altogether more stable and secure.

At the front and to a lesser extent the very rear, the car was similar to what would become the early 911, but the glass house between the two was as different as can be. It featured huge front and rear screens, a high roofline and tall side windows to provide not only the requisite headroom for its four occupants, but a decent view out. It ticked all of Porsche's boxes from a packaging perspective but was visually a massive leap from the 356, probably conceptually not much greater than that Porsche took at the turn of the century when it created the Cayenne. Did the 695 actually go too far?

But while the Porsche family pondered that question, there were others in need of an answer too, not least what engine would it use? Every Porsche to date had been powered by air-cooled flat-four motors, most derived from VW's similarly configured design with pushrod operation for its valves, but just a few of the fastest road cars and later race cars with an exquisite but fiendishly complicated four overhead camshaft design.

Neither configuration was ideal for the new car. Porsche knew it needed at least 120hp if its new car was to produce sufficient performance to command credibility as a Porsche, which was asking a lot of the pushrod motor. The four cam could do it with ease, but it was expensive to build, its complexity would be an issue in mass production and it was very, very noisy. What was needed was a brand-new engine.

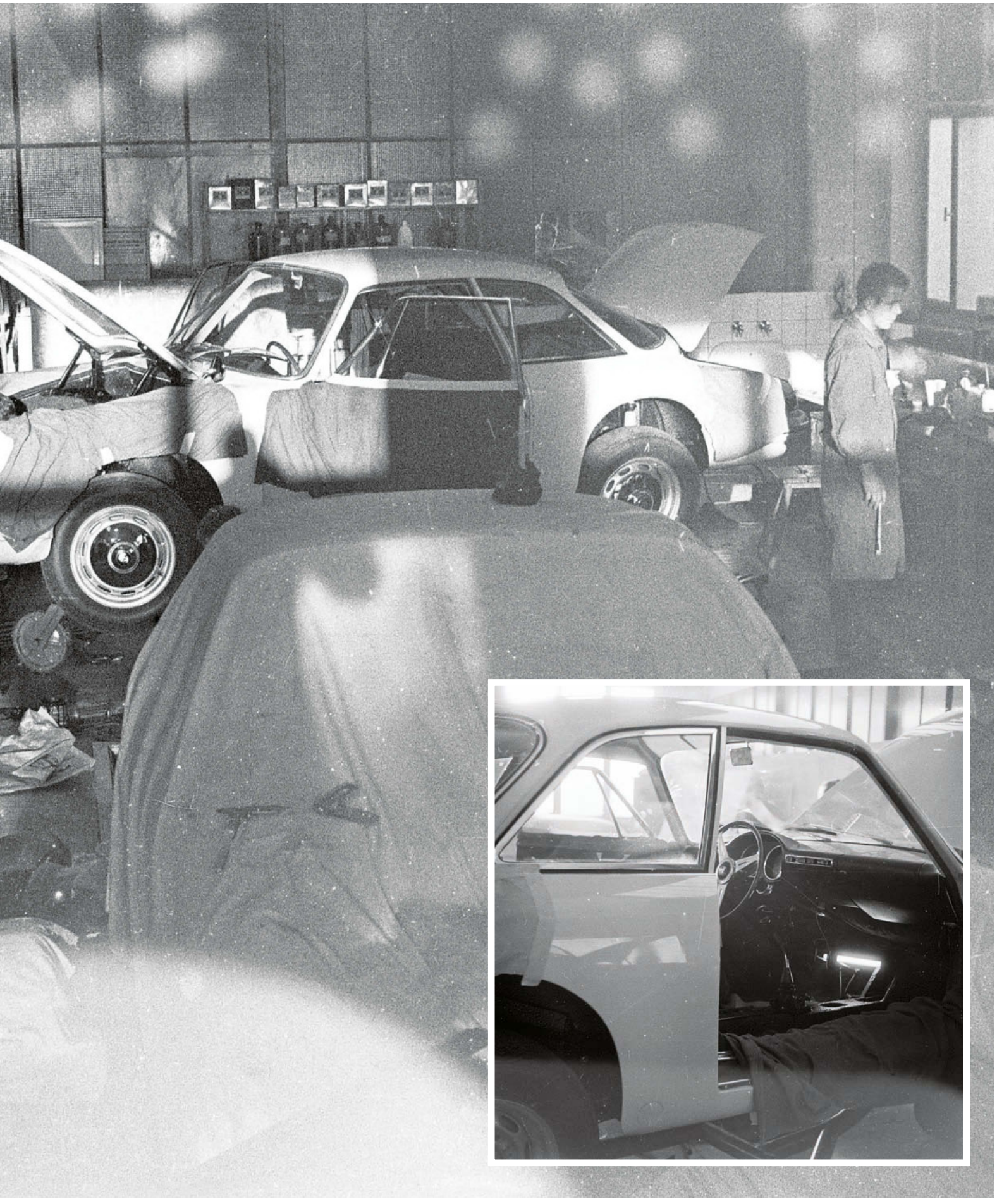
The decision to create Porsche's first six-cylinder engine would not have been difficult to take: more cylinders for a given capacity meant more power and the inherent balance of six cylinders over four meant Porsche could have the smoothness and refinement it knew the new car must possess.

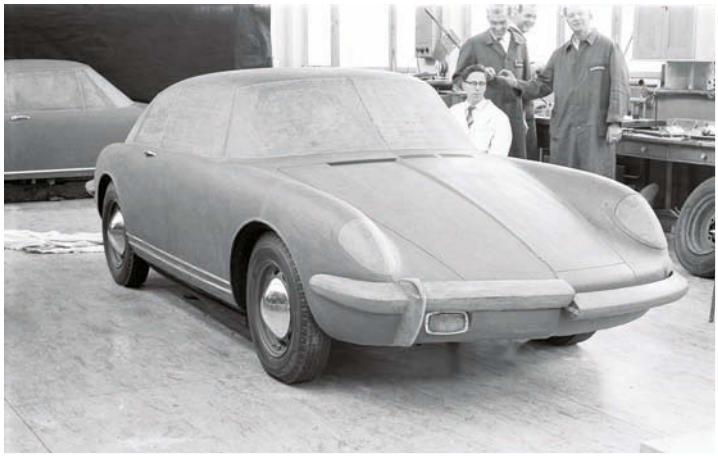
The new engine displaced 2.0-litres and continued in flat formation because that is the configuration Porsche knew best, it allowed for the lowest possible centre of gravity and could be packaged easily across the back of the 695's engine bay. It had two camshafts; one above and one below the crankcase which operated the overhead valves via long and slender pushrods. Interestingly instead of the large single fan we're used to seeing in the engine bay of air-cooled 911s, it had two far smaller axial impellers which looked rather good.

As for suspension, the 695 retained the swing axle design used at the rear of the 356 but when it was realised that the old VW-derived trailing-link front suspension was never going to provide the requisite underbonnet luggage space, an all-new MacPherson strut arrangement was chosen, a design whose popularity remains undimmed to this day. Cheap to produce, easy to tune and about as space efficient as you can get, the strut, located by a lower wishbone and sprung by torsion bars met every design requirement.

And there it could have been frozen, and the

Here: The Porsche 'Type 7' / 695 prototype in the design department, 1961
Above left: The same prototype in 1:1 scale model stage at Plant 1…









The Type 695 was not only the early 911 prototype but it was the most influential and is today the most famous







Above: By all accounts the 695 concept morphed into various different prototypes. Here 1:1 scale clays are reworked…

history of Porsche might have been very different. By 1962 the 695 had been an extant project for three years, several variants had been built and it was close to production ready. And had things stayed as they were, instead of the 901, Porsche would have shown at Frankfurt a car that in size, design and objective was like no other Porsche in history, yet which retained outmoded rear suspension and was powered by an all-new engine whose development potential would always be limited by its design.

Why the change of heart? Karl Ludvigsen attributes it in part to the departure of technical director Klaus von Ruckert, who had overseen the 695 project from birth, but perhaps the question most in need of an answer is not why the 695 got canned, but why it had been built in the first place. As Ludvigsen puts it in *Excellence was Expected*, there was at the time 'a caste system in the German Auto industry…', which meant each manufacturer occupied its own space, VW making cheap cars, Mercedes-Benz making expensive cars, Ford and Opel managing the space in between while Porsche operated off to one side in a small sports car niche of its own. And the 695 was a clear break with this protocol.

Years later Ferry Porsche told Paul Frere: 'The Type 7 (695) my son had originally designed was a 2+2 seater… The four-seater it had been developed into was not in the same market as the 356 and it was not our intention to compete with Mercedes in their own speciality'. More pungently he once commented: 'Why should we make such a four-seater car when all the rest can do it better than we can?'.

Which rather begs the question why he was happy to allow the project to drag for as long as he did…

Whatever the answer to that, by early 1962 the 695 was dead. Its legacy, however would live on. In styling terms it's not difficult to see how much of the 695 survived into the 901 but beneath the surface much remained too, not least that brand-new front suspension. At the back, however, Ferry Porsche finally recognised that the swing axles that had worked on his father's Auto Unions in the 1930s were no longer fit for purpose and an all-new rear suspension system featuring semi-trailing arms was designed. With detail changes, it would survive for 30 years, only finally giving way to a proper multi-link arrangement with the introduction of the 993 in 1993.

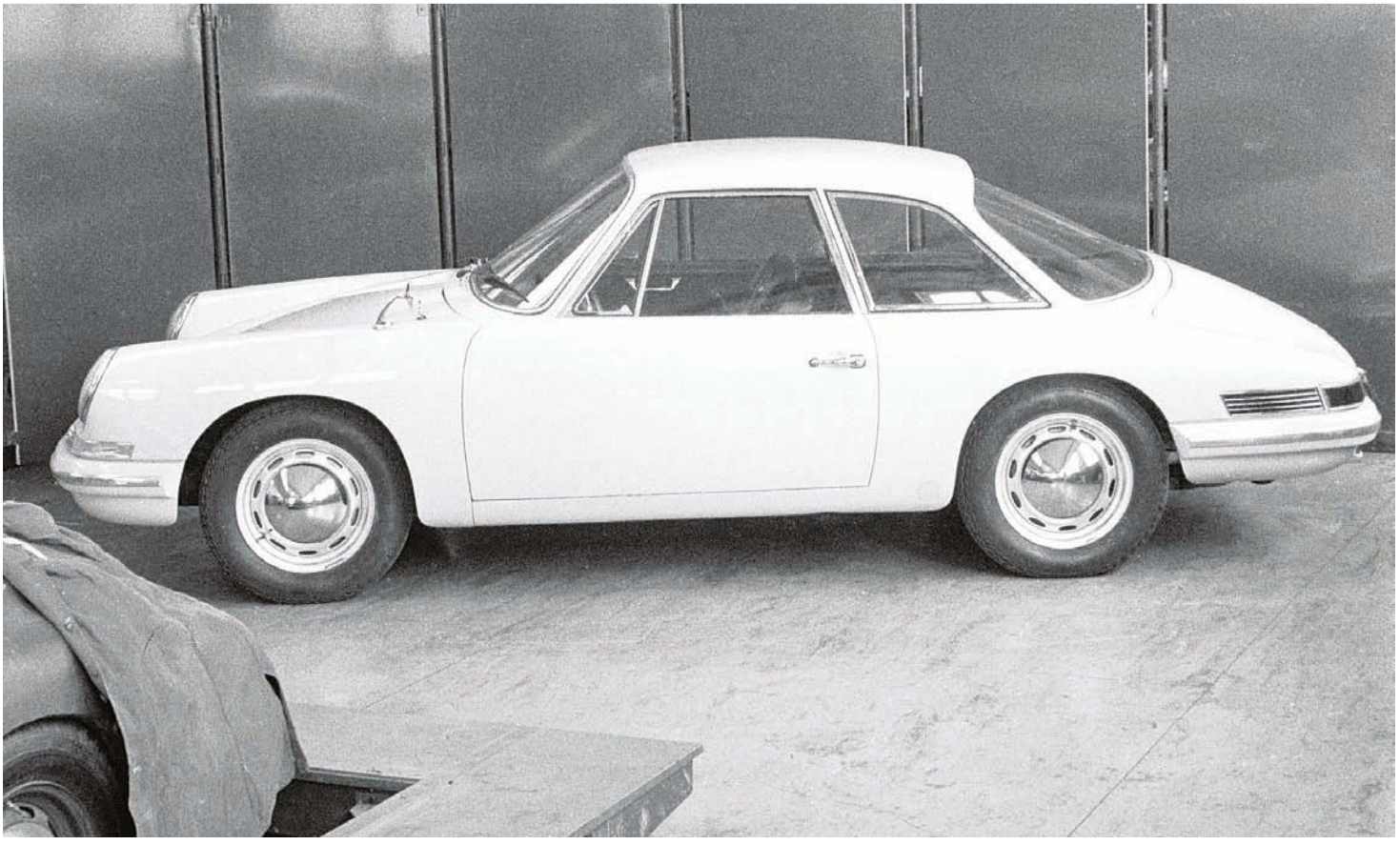
And what of Porsche's first flat-six motor? Whether you take the view that it was developed into the engine that went on to power successive generations of the 911 with such distinction, or merely inspired it is a perhaps semantic point. But the engine that went into production shared not only the same 2.0-litre capacity but identical oversquare bore and stroke dimensions so I think we can at least say it was derived from the 695 motor. But despite its similar size, it was very different in design. Most significantly, the camshafts were moved to the cylinder heads where they could operate directly upon the valves, dispensing with the need for pushrods whose design limitations meant the only way of getting more power from the 695 engine would have been to increase it size. No longer: without pushrods, the new engine was released, set free to

achieve crankshaft speeds its forebear would not have been able to approach. This meant more power for any given capacity so not only could the engine be evolved without having to alter its size, it could also be used for racing.

So, configured, the engine survived in original 2.0-litre form until 1969, the year in which it won the second of its three back-to-back Monte Carlo rallies. By then it was also in use not merely in 911s, but 906, 907 and 910 prototypes in which it had won the Targa Florio, Nürburgring 1000km and numerous other top flight sports car races. But less well-known but perhaps most notable were the fourth, fifth and sixth places scored by flat-six 906s at Le Mans in 1966, tiny 2.0-litre cars beaten only by a trio of monster Ford GT40s with 7.0-litre motors. Had Porsche stuck with the original flawed engine design, none of this would have been possible.

It would be wrong to look at the 695 as the missing link between the 356 and the 911 for it was nothing of the sort: in truth it was a project that should probably never have got off the ground. Even so, it is worth dwelling upon what it gave us: it was the first Porsche designed from scratch to seat more than two people, it gave us the face of the 911, its front suspension and the outline architecture for an engine that, like the car into which it was eventually fitted, would go on to be the most renown of its kind in the world. It may not have made it into production, but the 695 was nevertheless one of the most important Porsches ever built ○





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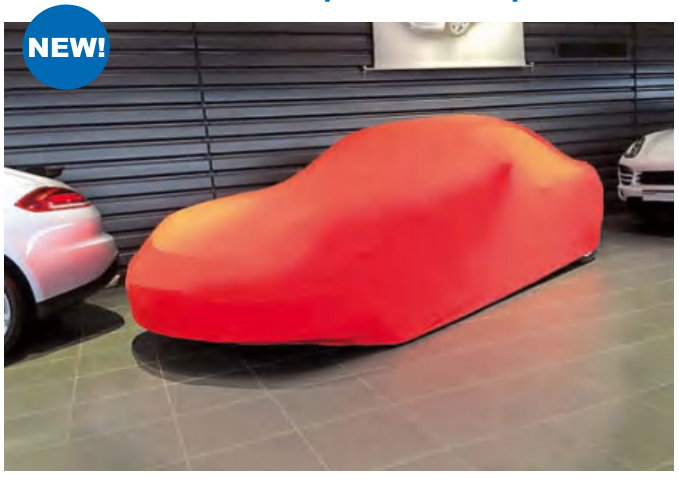
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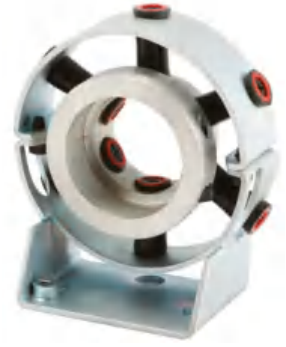
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CASTLE KEEP

Now in its ninth year, Classics at the Castle at Hedingham Castle in Essex is billed as a 'unique event for classic Porsches'… which sums it up perfectly!

Story and photography: Steve Hall







The trend of holding motoring events in the grounds of beautiful old buildings may be slightly at odds with seemingly more logical locations (motor racing circuits, airfields and the like) but if it's good enough for Lord March, then who are we to argue? In fact, with such iconic venues as Blenheim Palace, Hampton Court and the Villa D'Este getting in on the act, it's clearly a proven recipe. Simply assemble a stunning collection of cars in the grounds of a beautiful location for a static visual treat, parade the cars throughout the day, sit back and enjoy the subsequent raucous cacophony percolating throughout the event.

It's a formula that translates very well indeed to the delightful surroundings of Hedingham Castle in North Essex. And if the castle lacks any of the grandiose opulence of some of the aforementioned venues, it more than compensates for this with a delightfully secluded backdrop to this informal gathering. It has the feeling of a private garden party with each themed area of the grounds shaded by lush greenery.

For one sunny Sunday in September this quiet and picturesque corner of Essex played host to a celebration of the four-cam engine (with what was rumoured to be the highest attendance of four-cam cars at any UK Porsche meeting) and the early Carreras, attracting hundreds of Porsches of all sorts from around the globe. Indeed, attendance was double that of 2014, cementing the popularity of this event on the Porsche calendar.

Now in its ninth year of running, Classics at the Castle has always focused on pre-1974 Porsches and although that doesn't exclude the glorious selection of modern cars taking pride of place 'up on the hill', the larger lower grounds were given over to a seriously impressive collection of classics, with the iconic Gulf-liveried 917 undoubtedly being the highlight.

There were 356s seemingly everywhere; 28 alone had made the road trip over from the 356 Club Netherlands, taking in Duxford Aerodrome along the way. What a spectacle that must have been! There was also a pair of 356 Carrera 2s driven over from Southern Germany, and three of the four surviving AFN A model Carreras sold in the UK, making for a comprehensive display of 356s unlikely to be witnessed anywhere else.

The main display area was quite rightly given over to pre-'74 911s – with everything from perfect 2.7RSs and RSRs through to classic, clean 2.4s and some highly modified rally reps, too. Dovetailing nicely with the 911s were, well, more 914s than you could shake a stick at, complimented by a very cool 916 replica. Naturally no show would be complete without a selection of the best Porsche-related trade stands, and there was everything from a beautifully-prepared Paul Stephens 911 to stalls selling wheels, exhausts, engines, artwork and even badges – everything the Porsche aficionado could possibly ever want. Traders Robert Gant, Steve Winter and Roger Bray even picked up awards for their presentations.

It wasn't long before the distinctive howl of the Carrera GT's magnificent V10 was heard

The centrepiece of the event kicked-off at lunchtime as marshals cleared the roadway for the traditional rolling display right through the middle of the venue. First up were all 28 Dutch 356s, making the very best of their 1000km+ trip with a memorable line-up. These were swiftly followed by the first of two Carrera parades



Below and left: The Coys auction proved popular; 80% of the cars offered for sale were moved onto new homes. Below: The 917 performed a parade lap, much to the excitement of the assembled crowd…

















The Carrera collections nestled at the foot of the castle…





Some 28 Dutch 356s made the trip across the Channel. Naturally 911s of all kinds and colours were everywhere at Hedingham. The castle itself makes for a spectacular backdrop















featuring a group of heritage Porsche models fitted with the renowned four-cam engine. A delightful Dutch orange 904 caught our eye in particular. It wasn't long before the distinctive howl of the Carrera GT's magnificent V10 was heard, and with a 924 Carrera GTS and 3.0RS Carrera running either side of the iconic supercar, it formed a fantastic tribute to the 60th anniversary of the 356 Carrera.

Next up, a remarkable display of period rally-wining 2.7RS made a fantastic and unique sight for the RS cognoscenti. But perhaps the most anticipated and enjoyed display of the day came from Mark Finburgh's Gulf 917, which executed a solo run down the hill before cruising back up again. It's always a treat to see this stunning car in action and if the speeds were low, the proximity mades up for it – you could virtually reach out and touch it… assuming you could bend so low! Rounding up the lunchtime display a series of post-KG Carrera-badged models, a trio of 924 Carrera GTs, 993 RSs and the very latest 997s and 991s took to the hill.

Once the action was over we wandered up the hill, pausing to look around the excellent Porsche GB display (959, 924 Carrera GT – hello!) and to enjoy a coffee from one of the many catering outlets present. Atop the hill sits Hedingham Castle itself. It's a great spot to explore and take in the terrific views out of the surrounding countryside from the upper levels. Here we found the Carrera collections nestled at the foot of the castle, with Carrera GTs, 904s, 924 CGTs, 2.7RSs and many more (some of which had been involved in the aforementioned impressive moving display). Our star car? It had to be the delicately proportioned, ultra-rare Fletcher Aviation 550 Spyder which greeted all who made the trip up the hill.

There was one final, compelling, reason to make the journey to Classics at the Castle this year: in the afternoon Coys hosted its 'The Excellence of Porsche' auction which featured a superb mix of modern, classic and modified Porsches. The organisers claimed it was the world's largest single auction of Porsches. And if you couldn't afford to bid (although plenty could, with over 80% seeing the hammer down), there was plenty of visual interest here.

All in all, it was another fantastic day at this ever growing event. From humble beginnings as a 356 gathering, the event has expanded its scope whilst retaining a delightfully personal feel. Cited in a location that makes for a pleasant day's drive, Classics at the Castle 2015 made for a lovely day out in the sun ○

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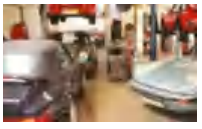
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Porsche 911 Junior

The Porsche 911 Junior was created in the 1980s and is a rare child's ride-on toy car endorsed through the brand in period. Based on the iconic 911 3.2 Carrera Cabriolet, the 911 Junior features a four-stroke 50cc Honda engine positioned exactly where you'd expect to find it in any self-respecting 911 – in the back! Far from being a traditional toy, however, these cars were fitted with a clutch, brake and accelerator, and benefitted from two forward gears and one reverse. Plus there was a full rack and pinion steering setup, front suspension and disc brakes, too.

The 911 Junior's body was constructed from fibreglass which sat atop a steel chassis. Wide competition go-kart alloy wheels were positioned on each corner shod with bespoke tyres. Inside the 911 Junior could boast top line materials including plush Wilton carpets, rich Connolly leather, together with functioning radio and working gauges. There were even operational headlights up front.

In the UK the 911 Juniors were originally sold through Harrods and Selfridges in London, and we're pretty sure Hamleys may have stocked them, too. Today Porsche 911 Juniors rarely come to market, and when they do they command a premium in the region of anywhere upwards of £5000, depending on condition. The pristine example you see here was offered for sale some time ago by Specialist Cars of Malton.

The perfect present for every parent or grandparent who wishes to bestow their passion for Porsche upon their younger family members, these iconic 'tot rods' take a lot of beating ○



EXECUTIVE Decision

With the advent of the fantastic Panamera GTS, does its more expensive Turbo sibling still warrant serious consideration?

Story and photography: Simon Jackson



Turbochargers are a hot topic for Porsche enthusiasts right now. With the arrival of force-induced 911 Carreras comes the painful (for some) truth that more and more future Porsches will rely on turbocharger technology.

This is not a shock. We've known for some time that the winds of change were brewing in Stuttgart, but for those passionate about the roar of a naturally-aspirated engine, it does not make things any easier to swallow. Of course Porsche is very adept at creating fantastic turbocharged cars, it's been practising since the 1970s with the 911 after all, what it has learnt in the intervening period has filtered across to its other models seamlessly. And when it comes to these 'other' Porsche cars, by which I mean non-911s, rarely do we seem to kick up a fuss about whether or not they're using forced induction – do we really mind if our Cayennes and Panameras are turbocharged or naturally-aspirated? Perhaps it's only the concept of a turbocharged 911 Carrera that sends enthusiasts recoiling?

Outside of the 911 model range, though, there is one particular engine that we're big fans of; the naturally-aspirated V8 in the Panamera GTS. We've waxed lyrical about the snarling 4806cc mill in the GTS before, and indeed we've stressed how pleasing the Panamera GTS is as a package in the past too – but surely it can't be good enough to eliminate the necessity for a Turbo model altogether, can it? And, at that, a Turbo model priced at £14,615 more than a GTS…

Relatively speaking, with the GTS range of vehicles Porsche has, rather bravely, offered customers value for money. When you boil down its specification, a 911 GTS becomes something of a 'no-brainer' for potential customers, as ordering a lesser model with similar equipment levels will invariably leave you out of pocket. A far more efficient option for many is to start with a 991 GTS and work from there when building their perfect 911, and that could be why we've seen so many around of late. The story is similar with the Panamera GTS when it is compared with its siblings in the luxury sports saloon's model range – and even with those of a greater price point. Chiefly the Panamera GTS runs that



riotous and thrilling naturally-aspirated V8 engine, the Turbo and Turbo S models utilise the same engine yet with the added benefit of two turbochargers. Larger compressors on the Panamera Turbo S model accounts partly for the increase in horsepower over the Turbo variant, but injection pressure load, aluminium alloy pistons with specially coated piston rings able to process more stress, and a careful mix of the air-fuel ratio in the combustion chambers all have a part to play in providing a power advantage.

Comparatively speaking the GTS and Turbo models differ vastly on paper. The GTS is lighter by around 45kg, but otherwise the Turbo trumps it with more power (520hp versus 440hp), torque (516lb ft versus 383lb ft) and a faster terminal velocity at 189mph versus the GTS at 178mph. The Turbo variant wins the 0-62mph dash too – the GTS breaks the beam in 4.4-seconds, the Turbo in 4.1-seconds. But hang on a minute, that's only three tenths of a second separating two cars that are priced £15,000 apart. Ask yourself and be honest; is three tenths of a second really a discernable amount of time to the average driver? I'd wager it is not. And there's more. Pilot a GTS and you'll struggle not to be impressed by its driving dynamics in a real world environment, like all Panameras, it offers supreme performance, cosseting luxury and immeasurable presence. And these are all words we could use to describe the Turbo too. But the question is; does the Turbo offer a more impressive package? In the real world, is it discernibly quicker, more luxurious, and supremely alluring by comparison? Realistically you'd be splitting hairs to separate the two models in our view, but perhaps that's not the end of this argument.

The nature of the turbo engine fits the executive character of the Panamera more precisely

As incredible as the GTS model may be, perhaps it misses the point of the Panamera's overall brief somewhat. Perhaps it does not offer what every Panamera customer requires: where the GTS only makes progress overtly with an explicit blare, the Turbo is swift and tacit – it's the silent assassin. The GTS exudes a brazen dominance where the Turbo asserts quiet confidence. Indeed the nature of the turbo engine seemingly fits the executive character of the Panamera more precisely, it's the saloon car equivalent of an inconspicuous and timeless well-tailored suit versus the unconcealed designer labels on show with the GTS. If you begin to differentiate these two models on the grounds of class, then the Turbo begins to claw an advantage. Why? It's refined and smooth, it radiates quality, assets that the GTS does share, but ultimately ones that the Turbo seemingly owns. And there are more benefits for the Turbo too.

In terms of specification the Turbo boasts a fine blend of comfort and sportiness, something its adaptive air suspension (fitted as standard) with Porsche Active Suspension Management (PASM) serves only to enhance. Inside every Panamera is luxurious, but the Turbo dials it up to the next level; a smooth-finish leather and dark walnut package or silver trim finish ensure the interior feels both effortlessly rich and comfortable. It's the British Airways Club Class lounge in here, but with a better stereo system. The PCM module comes with BOSE Surround Sound as





standard, but the optional high-end Burmester system (as fitted to our test car) provides unadulterated audio quality. Optional Porsche Rear Seat Entertainment screens in the back are connected to Bluetooth audio headsets and enable passengers to watch live television thanks to the (also optional) TV tuner. But it's not just the cabin's inherent luxury and convenience features that differentiate this model.

On the road that rumbling V8 does seem tamed by the inevitably quieter nature of the force-induced setup attached to it, but it's largely an illusion, of course, created by the induction and exhaust systems, and likely the sound symposium system at work here too. This car serves to create an aura of efficient assuredness; it offers a refined feel with epic power delivery between 2250 and 4500rpm – overboost provides more torque for overtaking.

Launch it from a standing start and (with Sport Chrono) it will reach 62mph in just 3.9-seconds. After this the Panamera Turbo is ready to harness and unleash all 520hp most of the time, it's so quick that it will often surprise you as a driver, let alone the motorists around you, with its extraordinary ability to instantaneously pile on pace whenever it may be required. Quite why you'd need a further 50hp in the Turbo S is beyond me, but that's a conversation for another day. Considering this car weighs almost two tonnes its performance is otherworldly, effortless and admittedly deceptive. And as with any Porsche it will stop with the same ease and confidence with which it accelerates – which is perhaps the even more impressive character trait here. With the optional PCCB Ceramics it's even sharper. As standard the Turbo runs PDK with PTM active all-wheel drive, and Porsche Dynamic Chassis Control (PDCC) including Porsche Torque Vectoring Plus, so in short upsetting it on the road requires you to switch off of any driver aids, and both idiocy and slippery surfaces in equally abundant measure.

The exterior features the (by now familiar) Panamera Adaptive rear spoiler with four-way











adjustment, and is also differentiated from other models by its twin tailpipes in brushed aluminium. Enlarged front intakes suck the required amount of air into the car, while visually arresting 9 and 10x19-inch 'Turbo' alloy wheels act as further model identifiers. Porsche Entry and Drive provides aesthetically unique door handles affording keyless entry to the car (our jury is out on this one), while the eagle-eyed will spot ParkAssist both front and rear – our test car boasts the clever top down 'bird's eye view' assistance as an added extra.

With word of all this equipment you'd presume the Turbo might not offer the rawest and most exhilarating drive, or that it might not be able to match the buzz of the GTS away from the motorways and fast A roads, but you'd be wrong. The driving experience of the Turbo is not hugely dissimilar from the GTS in that the car does seem to shrink wrap around you while affording a confidence to tackle corners at apace. In fact it's the steering feel which many first-time Panamera drivers note, and it's not too far from the truth to draw a comparison here with the grip and feel provided by the 991's setup.

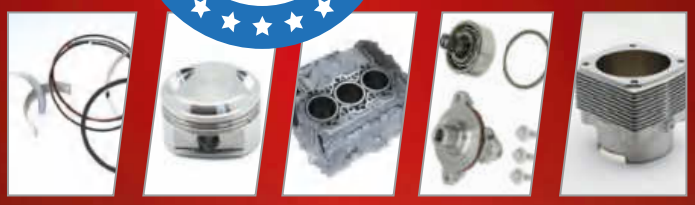
What is perhaps different here, though, is the punch the turbocharged engine is able to provide throughout the rev range, and the fact that whenever you feel you've reached the edge of your personal envelope of performance, a comfortable pace with which you feel confident to tackle the next turn, the Turbo is ready to go quicker without compromising levels of grip, composure or safety. What's also impressive is that this pair (Turbo and GTS) are practically inseparable in terms of mpg at 27.2 (Turbo) and 27.4 (GTS) – combined. But if ever there was a super saloon with genuine sports car performance this Turbo is surely it.

A wolf in sheep's clothing indeed, the Turbo is more than worthy of consideration for anyone weighing its pros and cons alongside its GTS sibling. It's really a question of personal preference depending on whether you're the kind of person who likes to arrive with a stylish roar, or the type who prefers the quiet air of sophistication around them. Admittedly the Panamera GTS is a fabulous car, but the Panamera Turbo is not to be dismissed, it's an utterly refined cruise missile. This is an executive decision we're certainly glad we don't have to make ○

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The Spirit of '76



With a brief production run, the Carrera 2.7 MFI was usurped by the Carrera 3.0. With few built for the 1976 model year, this then is a rare, interesting and appreciating 911.

Story and photography: Steve Hall

You're about to read a story which almost didn't happen; strange way to open a feature, I know. When I first heard about the amazing Porsche collection a friend of a friend possessed (one-off prototypes, ex-Walter Rohrl rally cars, a supremely rare 911R…), I was suitably excited, but tempered my enthusiasm: in this game it's not unusual for 'amazing' collections to reveal something less than hoped for when the garage doors open. So when I first pulled up outside the inconspicuous building nestled in a sleepy West German village, I was keen, but keeping my excitement in check: if nothing else, it would just be good to catch up with an old mate.

But I was wrong, very wrong… and my friend was absolutely right. It's difficult to know where to look first when confronted by such a stunning collection: a bright yellow 964RSR vies for attention with a gorgeous blue '72 RSR-look 964 (more on that in a future issue). A pair of pristine original 911 rally cars draw your eyes to the right, then there's a pair of unique prototypes which could only have fallen into the hands of someone with very close links to Porsche. This is truly an Aladdin's cave. With such a fantastic collection of Porsches to choose from, it could have been easy to overlook the early G-series with its delightfully retro colour scheme – copper brown metallic, paired up with a contrasting tan interior/blue check seats. After all, it's 'just' a nice impact bumper 911, right? Wrong. What we have here is one of the rarest 911 types built in the 1976 model year…

It's hard to believe the oh-so-ubiquitous G series is well past its 40th year, probably due to the fact that despite several mechanical updates under the skin, largely the same shape remained in production right up to the 1989 introduction of the 964. And of course now the impact bumper 911 – for a long time shunned by the purist – has joined the same inflationary path of most other classic 911s, with many variants extremely sought after.

Those bumpers have aged rather well, taking the dainty shape of the classic 911 and filling it out to leave an altogether more masculine aesthetic. But let's not get carried away; deprived of the optional whale tail spoiler, this car is still a delicate, compact shape by todays standards: indeed it's smaller and lighter than a VW Golf. This particular example is like a brand-new car: presented in very good, original condition it has nary a stonechip to its name, and a flawless interior to go with it. It's the perfect car for the connoisseur collector.

But it's not the exterior styling that forms the cornerstone of our interest in this 911, nor the unusually immaculate nature of its presentation, the real point of interest sits in the delicately formed rump, and carries a code that will be instantly familiar to 911 aficionado's… 911/83.

We can thank US legislation for the direction









The 2.7 MFI's interior is fantastically period, with a beautiful mix of blue plaid and brown trim…

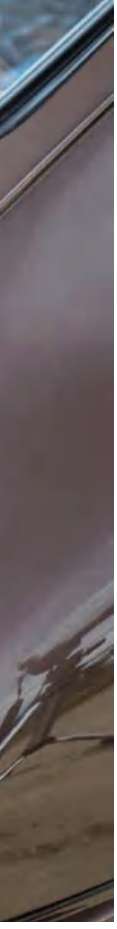








Above: The 2.7 MFI engine is what makes this 911 so special…



The magic of a 911 of this era is clear to see, delivering a challenging yet rewarding driving experience

Porsche took with the G series aesthetic, and the quest for greater efficiency made the adoption of Bosch K Jetronic fuel injection for the newly enlarged 2.7-litre engine a must. At least, it did Stateside. Europe, however, were treated to the option to purchase the Carrera 2.7 MFI, which came fitted with a mechanically injected engine delivering 210hp – the very same engine which plays no little part in the magic of the Carrera 2.7 RS. With a kerbweight matching that of a '73 RS Touring, and consequently much the same driving experience without the huge cost, this very rare 911 might just be something of a bargain. If the barrier to RS ownership is a bit too high (and with prices in the stratosphere, it probably is for most of us) this could very well represent the next best thing – although deprived the RS badge its power unit previously inherited, you'll have most of the mechanical makeup, at a fraction of the cost.

You might well struggle to find one though. With a brief production run that started in 1974 – shortly after the original RS ceased production – the Carrera 2.7 MFI was usurped by the Carrera 3.0 in 1976. The chance to get your hands on that glorious RS engine now lay in the second-hand classifieds. A total production run of 1647 cars makes the model nearly as rare as the 1590 Carrera RSs that were produced in 1973, and it's probably fair to assume that more RSs have survived, thanks to their pre-eminence as the 911 of choice. With just 123 built (plus 30 Targas) for the 1976 model year, this is an extremely rare, interesting and appreciating variant of the 911.

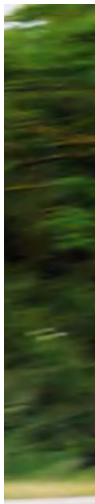
A quick one too. Whilst the lower output versions of the K-Jetronic equipped 2.7-litre cars still delivered a demonstrable improvement over the previous 2.4-litre (particularly where driveability was concerned thanks to a solid 175lb ft of torque, whichever version you opted for), you'd describe neither as quick in today's landscape of diesel hatchbacks capable of hitting 60mph in under seven seconds. The MFI was a different story however; with 210hp motivating the same 1075kg as the 1973 Touring RS, 0-60mph was quoted in contemporary reports at 5.5secs, with a top speed just the other side of 150mph. In other words, just like a 2.7RS, the MFI still feels like a swift car even in 2015.

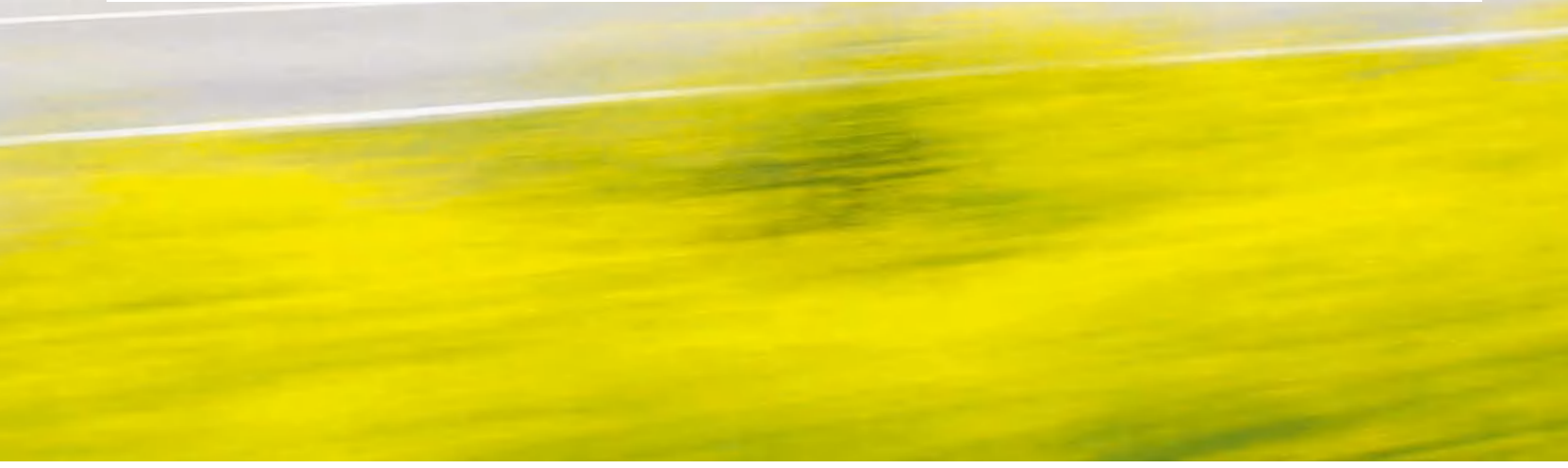
But again, as with the RS, it's the quality of that performance that really sets this delightful 911 apart from more mundane machinery. We're lucky enough to be blessed with some fairly choice roads to play with during our photoshoot. I say blessed, but in fact this always seems to be the way in Germany – I've yet to explore a part of the country which doesn't offer fairly swift access to well-surfaced black top with some choice curves. I wonder if the sight of a classic Porsche being exercised here fills the locals with the same pride we attribute to fans of Maranello products? Suffice to say we were able to test the MFI just as rigorously as the combination of an exceedingly relaxed and accommodating owner, along with respect and mechanical sympathy for this 39-year-old car allowed.

And it's a joy. I'm sure the 1973 RS is *the* one, but sitting here in the oh-so-cool (I'm a sucker for that checkered cloth), and surprisingly supportive driver's seat I can't think of anywhere I'd rather be. The roads are super smooth, so there isn't much texture to provide feedback, but the way the steering alters its load according to the demands placed on the front axle is superb – it's utterly transparent in its behaviour so you're left in no doubt how much grip there is in reserve. With a natural feeling and a trustworthy front end to lean on comes the confidence to push a little, and you feel that delicious weight transfer start to dictate your trajectory. In tandem with an equally communicative brake pedal, the magic of a 911 of this era is clear to see, delivering a challenging yet rewarding driving experience.

And if I were to wrap up there, it would summarise a thoroughly enjoyable afternoon of driving. But of course I'm not, because you know the star of the show is that lovely flax-six motivating us across the German countryside.









It delivers everything you have read the RS motor should – smooth, sonorous, and strong on mid-range torque

It delivers everything you have read the RS motor should – smooth, sonorous, and strong on mid-range torque, with an appetite for revs that makes it well worth chasing down the 7200rpm redline. All the while accompanied by the sort of cultured, complex, mechanical melody which hints at this engine's derivatives motorsport bent. And if the 915 gearbox may not be the best ally to accessing the 911/83's efforts, it proves – in this pristine example at least – not to be the obstructive, recalcitrant folly I'd been led to believe. Rushing changes is inadvisable but there is a pleasingly mechanical, deliberate feel to its action which soon melds into the background and just becomes part of the whole experience.

Let's just say that perhaps this one was in optimal functioning condition. I've alluded to the excellent presentation of this car without suggesting it's like stepping back in time so far, so I won't. But I will say this: if there is a better example of any 1976 911 around, that still sees regular use, then the owner deserves to pat themselves on the back.

The 2.7 MFI's time as the top level 911 may have been short lived, thanks to the introduction of the Turbo in 1975, but as has so often been the case throughout the 911's history, there's a strong argument that the naturally aspirated, lower powered member of the family was actually the more focused and rewarding driver's car. After an absorbing afternoon behind the wheel, it's an idea I would not take issue with, pointing out to fans of the Turbo (and the less powerful 3.0-litre which followed) that with the heart and soul of the greatest 911 ever beneath its skin, the short lived Carrera 2.7 MFI just might be the next big thing… ○

Porsche 356A Speedster

This LHD T2A Speedster is presented in Silver with Red interior and a Black hood. Since its recent restoration by a well-known Porsche specialist the car has covered only approximately 1,000 miles. The engine has been totally rebuilt by Roger Bray and in addition has had a recent major service. This exceptional motorcar is UK road registered and available to view immediately. £295,000.











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ONE YEAR AGO DEC 2014



We focused our attention on the 911 2.7 Coupé this time last year, which is one of the more affordable air-cooled classic 911s. We said of the 'forgotten' car: "The 911 2.7 was an important model for Porsche. It is one of the most significant pieces of the 911 jigsaw."

Elsewhere in the issue Andrew Frankel took a retrospective look at the fabulous 909 Bergspyder – the lightest and most extreme race car Porsche ever built. We also got behind the wheel of a yellow 964 Speedster, a lightly reworked 911 SC by Redtek, and pitched the Macan Turbo against the Cayman S having given the new SUV a complete workout in Wales to determine if it was indeed a true Porsche sportscar.

FIVE YEARS AGO DEC 2010



Five years ago we ran something of a 997 'tuner' issue, visiting Cargraphic to try out the firm's 997 GT3 and Techart to pilot the specialist's 997 Turbo. We also snuck in a trip to drive the BTR-II 580 Evo, a monster of a machine from Speedart – all three naturally served to impress.

We were also lucky enough to get into a 924 Carrera GTS. Colin Goodwin found: "When you see the GTS you immediately know that you're looking at something a bit different. A special Porsche with a pure-bred pedigree."

Further into the issue we spent some quality time with a 997 GT2 RS, looked back at the film *Le Mans* in its 40th year, and revisited the career of Porsche driving legend Richard Attwood.

TEN YEARS AGO DEC 2005



A decade ago Chris Harris took the 996 Turbo S to the 'Ring to do battle with some modern foes: a E60 BMW M5 V10 and a Noble M400. The 996 had them covered in most cases. Harris reported: "The 996 Turbo S is an everyday car that won't frustrate you at the 'Ring. I like the Swiss-Army simplicity of the tool that does everything, and so I'd take the Porsche."

Further into the issue we took a 997 C4S to the Isle of Man in search of some fabulous Manx roads, looked at the 993's essentials, and pitched the 964 RS against the 996 GT3 RS on Croft's 2.1-mile circuit. We also got behind the wheel of the new Cayman S, finding: "You become absorbed in the whole Cayman experience."


909 Bergspyder
The hills are alive...
...to the sound of the lightest and the most extreme race car Porsche ever built, the 909 Bergspyder
PORSCHE


964 Speedster
NALTON
Speedster
SECOND COMING
Considered a flop when new in terms of both sales and driving experience, is it time to re-evaluate the 964 Speedster? Andrew Frankel thinks so.


997 GT2 RS
BB EM 800
END OF DAYS


BTR-II 580 Evo
The Art of Speed


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PORSCHE

long-term fleet

Our *Long-Term* team explain the trials and tribulations of running a Porsche in the real world …

Ryan Stewart – ***2007 987 Cayman S***

Priced out of the 911 market, Ryan decided a Cayman was the next best option. He purchased his 987 S in August 2015 with a view to putting it to work on track. The car runs PASM and a Porsche Sports Exhaust, but for weight purposes there are no additional frivolities.



Matt Biggs – ***1981 911 SC***

The SC is tatty but it was exceedingly cheap for an air-cooled 911 so Matt couldn't resist. Still learning the ways of the 911, Matt's still not sure how to drive the car properly but it looks and sounds fantastic and was great fun on its first track outing – he's looking forward to more.

Twitter: ***@PawnSacrifice***



Matt Biggs – ***1986 924 S***

A project bought unseen for £400 as a non-runner. Replacement engine, SPAX coilovers and 968 ARBs, a home-made quicker steering conversion and race seats already fitted. Plenty of track days, a rally in France and a trip to Le Mans to see Porsche's return all under its belt.

Twitter: ***@PawnSacrifice***



Jack Wood – ***2010 997 GTS***

Purchased in November 2014 the GTS was something of an impulse buy. The Meteor grey Carrera 2 started life as a demonstrator at Swindon Porsche and is fully-loaded with extras. So far it is living up to the hype and has been a pleasure to use.

Twitter: ***@Jackkwood***



Jack Wood – ***2004 996 GT3***

Bought in April 2012 from a reputable Porsche specialist, it was pressed into immediate service as a combined daily driver and track car. Now a third car, the GT3 has been resprayed with the latest self-healing paint protection film by PaintShield and mechanically overhauled.

Twitter: ***@Jackkwood***



Martin Spain – ***2002 996 Turbo***

After an extensive search for the perfect 997 Carrera 2S, Martin was "seduced by the boost" and ended up with a 996 Turbo. Purchased in April 2014 as a weekend and occasional track day car. Other than the outrageous performance, it is the famous Turbo script on the rear that he loves.

Twitter: ***@MartinSpain***



Rob Richardson – ***1978 911 SC***

Rob's an old hand when it comes to tinkering with classic cars, and has even owned and modified a 924 in his time. Having hankered after a classic 911 he's finally tracked down his perfect project. Expect to see this '78 911 SC being given the 'Richardson touch' over the coming months…

Twitter: ***@Racereightysix***





987 CAYMAN S

Having picked the 987 up under budget, I dangerously found myself with some spare cash. Although in great overall condition, it was due a major service. The seller had advertised the car as including this service, which gifted me some discount leverage. Knowing I had a specialist in mind to take care of it elsewhere the arm-twisting could commence. With Forge Motorsport's annual track day at Castle Combe booked, it seemed the ideal opportunity to combine the service with the first round of modifications.

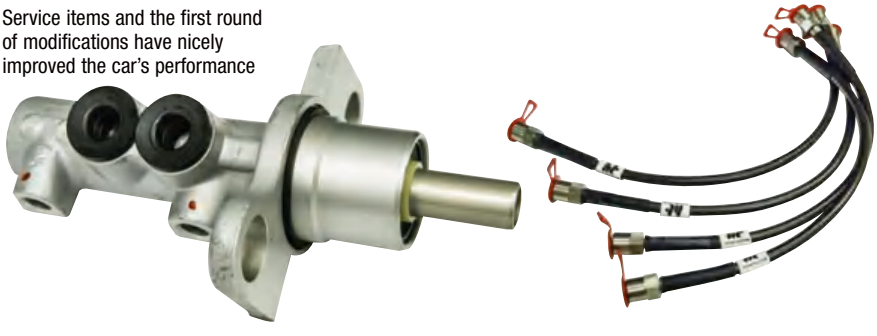
Often equipped beyond dealer level in both equipment and training, a local independent specialist is a great way of servicing your Porsche. By no means local, my chosen specialist to get the Cayman up to scratch is Regal Autosport in Southampton.

No stranger to these pages, the guys at Regal specialise in making water-cooled Porsches obscenely fast, as well as taking care of high-level repairs and servicing. Having campaigned a 997 in the Carrera Cup, plus being distributors for EVOMS and Sharkwerks, I knew my Cayman would be in safe hands.

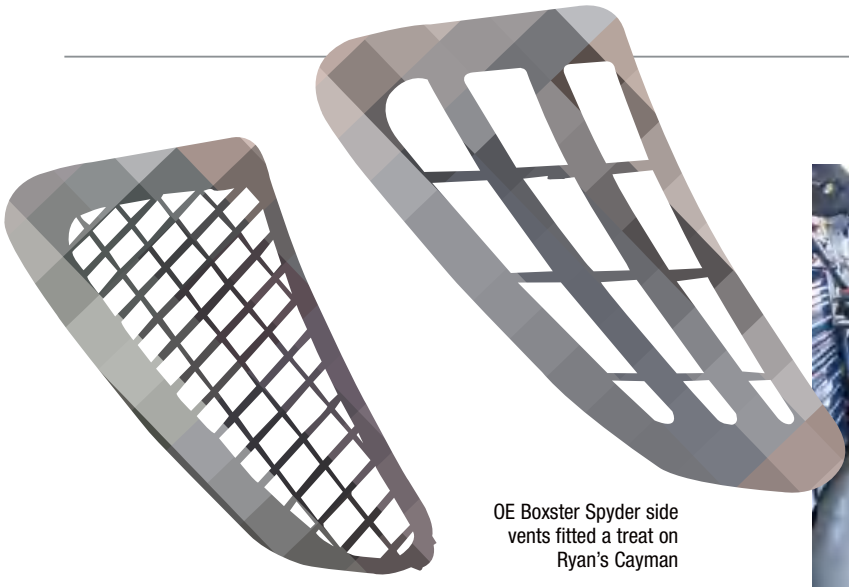
Eager to see how the Cayman would fare on track, I dropped it off to Regal with a boot full of extras, accidently proving the practicality of the mid-engine layout in the process. I knew I wanted to keep the PASM system active, so I chose an ST suspensions spring kit to bring the body 30mm closer to the deck and close up the arch gap. The factory PASM has often been criticised for being too soft, then dramatically too hard with no middle ground, and I'm inclined to agree. However, in fitting the ST springs the softer PASM setting now gives a firmer but still compliant ride around town but when stiffened is no more harsh than before, which really is how it should have been from the factory. To suit the new focus for the car, Regal set the geometry to a much more 'track' orientation.

At the same time as installing the springs, Regal also fitted each corner with a 15mm ST spacer that widens the track and makes the Cayman a whole lot more purposeful looking. While on the subject of looking purposeful, a JTC front lip spoiler strengthens the trademark Cayman weak chin,

Service items and the first round of modifications have nicely improved the car's performance







OE Boxster Spyder side vents fitted a treat on Ryan's Cayman







and does a great job of reducing front-end lift too.

Along with the service, Regal upgraded the spark plugs and renewed the heat damaged coil packs. It's worth noting that after the remedial work the engine is much more responsive and perky, the new coil packs breathing new life into the stock drivetrain.

The final improvement to aesthetics came as a bit of a happy accident at the Porsche Club Great Britain annual meet. Noticing a Boxster Spyder sporting some interesting looking side vents, I sneakily noted down the chassis number and ordered a pair in the hope they might fit. With some less than gentile persuasion they do fit and make a huge difference to the visuals.

Unhappy with the limp brake pedal feel even on the road, the first 'GT' part to find its way on to the car is in the form of a GT3 brake master cylinder. Along with a set of braided brake lines and Castrol SRF brake fluid, Chris at Regal recommended this would make a massive difference to the braking confidence and it certainly does. Although not making the brakes anymore powerful, with more feel and more modulation it has proved to be an important ally in the battle against much better equipped cars and is a regular upgrade for 987s and 996/997s that pass through Regal's workshops.

Around the fast Combe track the Cayman coped astonishing well. With modest brakes, well worn road tyres and 'just' 295hp it had no right to lap as quickly as it did. All day it was smooth and competent, never missing a beat. I definitely think the Cayman and I are friends now, with fantastically neutral steering the new ride height and track geometry really came into their own on the drying circuit. Needless to say the Cayman really impressed me as a track car, especially considering the mild modifications. It bodes well for the future and I really can't wait to get some more hardcore modifications under its skin and hit the circuit for round two.

Ryan Stewart



911 SC

My brain is a simple device to say the least. It's very much a 'monkey see, monkey do' kind of apparatus. I don't doubt that there is some complex physiology in there but ultimately it's not operating at its full potential. And so, it came to pass that after a short period chatting with a colleague about the new stereo he wanted to fit to his car, I was soon on the web looking at options for the SC.

I decided that I had to have DAB and Bluetooth, having recently discovered the benefits of Spotify. The only slight deterrent with DAB was fitting the aerial. In the 924 I had one of those windscreen-mounted aerials, and it worked well but there is less room in the A pillar trim to hide the cable. However, it occurred to me that my home radios were fine with mast aerials so the car should be the same. It was outdoors after all so it had better access to the signal, I guessed. I eventually found that Audioleads did an adapter-come-splitter to amplify the existing mast aerial for DAB and a splitter to connect it to both the DAB connector and the FM aerial (not that I think I've ever used the FM radio function in a car with digital).

For the radio itself I found a refurbished Pure Highway 260DBi for £90 at Halfords. I chose this unit based on two criteria; firstly, I have a number of portable Pure radios and they've been excellent, and secondly, it was one of the least gaudy looking. The JVC CD player that it was replacing certainly fell into that latter category. I'm not sure from when it dated but when switched on, LEDs start whizzing across the screen and then it comes up with the message: 'Hello'. I mean, really, in an air-cooled 911? It had to go. Ideally I would have liked a period-looking Becker unit, but given that was well out of budget, I went for one of the least disco-looking units I could find.



I had another bonus with the Pure in that it had the standard ISO connectors on the back. If you're unfamiliar, these are two connection blocks, one for power and ancillaries and the other for the four speakers, so no expensive adapters required. In theory I simply pop out the nasty JVC CD player, change the chassis over and then connect up the Pure unit… well, you can guess where I'm going with this.

As soon as I removed the JVC I could see that I wasn't in for an easy time of it. There was the expected adapter cable from the back of the CD player to ISO connectors which is where the plan fell apart: there was no ISO connector on the bulkhead side. At some point someone decided to put spade connectors on the end of the existing cables and connect those to the pins on the connection block. To do this properly I needed to buy a male ISO plug to wire up myself, so I popped the JVC back in for another day.

Frustratingly when I went back to Halfords its stock system was showing an error and there was no stock of the adapter I needed. To be fair, though, the chap offered to sell me the next cheapest one at the same price; I could take another adapter and cut off the end I didn't need. That evening I removed the head unit again and systematically snipped the botched cables' spade connectors and soldered them on to my new adapter one at a time to ensure that I didn't get anything in the wrong order.

The only variation was the powered aerial feed out of the head unit which I connected to the Audioleads adapter. I prepared myself for some DAB goodness that was sadly not forthcoming, as there was no power. I went through the ISO connections with a multimeter and there was no power. Connecting it up, the JVC no longer worked, either. To find the botch, you must become the botch, so I touched the JVC head unit against its dash mount chassis, and it started!

It transpired that there was a problem with the neutral so, instead of fixing it, someone had just earthed the chassis to complete the circuit. I worked it back and connected a working neutral to the ISO and we were golden, the Pure unit worked! I swapped out the stereo chassis and slotted in my new radio.

The final problem was where the cables had been previously cut; the right speaker cables were not long enough to reach the ISO connector on the left side of the stereo. This meant unsoldering and adding an extension. Eventually I was done and the radio was working! The only thing I didn't route properly was the microphone, which has temporary residency in the ashtray. I'll save that for another time.

So, the Pure 260DBi. The DAB tuning worked easier than the Pioneer in the 924 S and even the Bluetooth was simple enough to connect up to the phone – I had a Spotify playlist up and running in no time, and I can skip tracks from the stereo controls, which is a bonus. Also, using it since, the radio and phone connect straight away. A final added bonus is using sat nav on my phone – even when I'm listening to the radio, it interrupts the program with the turn-by-turn instructions. There is something wrong with the front, right speaker but I will check that later. All-in-all, I'm pleased, I now have DAB, Spotify, turn-by-turn nav, hands-free, and an original air-cooled six.

Matt Biggs



Matt's old JVC head unit has been replaced with a Pure DAB unit after some fiddling and rewiring…




D294 UGM

924 S

I finished last month with the 924 S looking sorry for itself, out of action with a broken alternator. I say out of action, it still had some duties to perform that the others could not, i.e a run to the local tip. How did I do that? I fully charged the battery, which had just enough juice to get to the dump and back, and I also took a 13mm spanner and a spare battery just in case.

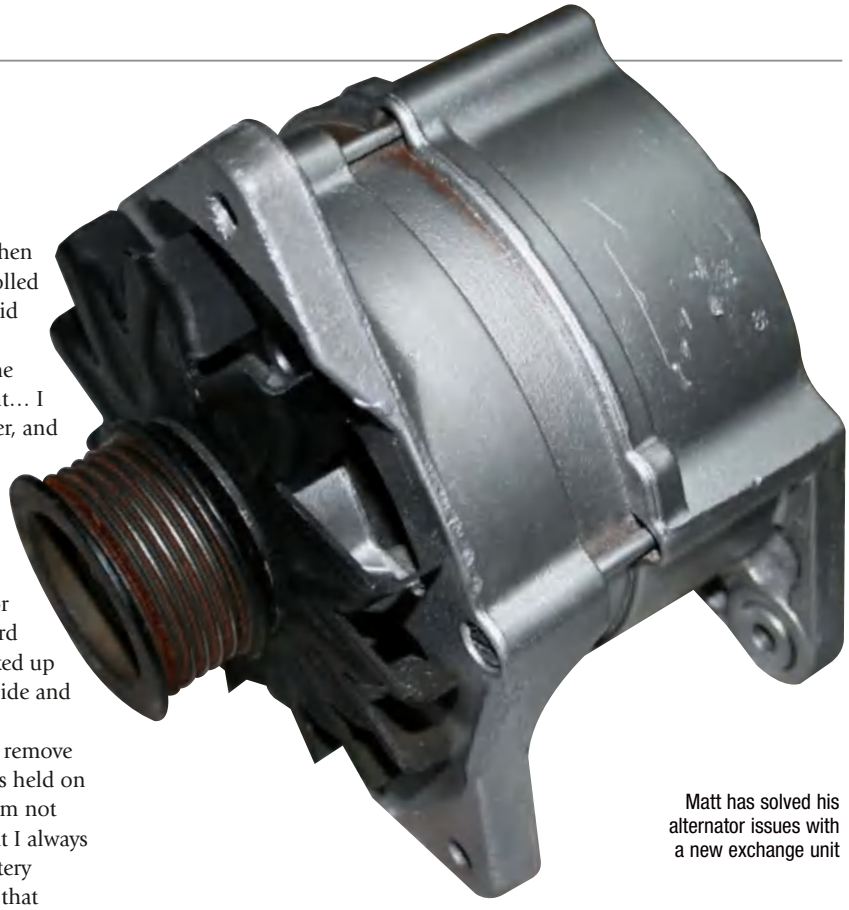
An alternator failure was the first and only other time the car had broken down while driving. It's had starting problems now and then, but both breakdowns have been alternator-related. The last time I took the alternator in to be repaired must have been over three years ago now. So, rather than go through it again in three years time, I thought it best that I buy a whole new replacement. I checked the usual suspects, and even a few alternator specialists, but there was nothing available from stock. To be fair, I didn't call OPC Reading, which I should have done – for the 924 S in particular I am so accustomed to hunting around for the best price I sometimes forget the most obvious source.

In the end I went for a refurbished unit from eBay. I knew what I needed so when the search came up I looked at the photo, could see it was the right one, and bought it. A couple of days later a courier arrived with the delivery but also to collect the old one. It was then that I realised it was meant to be an exchange. Mine was still attached to the car, so I had to send him away. When I checked the advert I scrolled down and in the text it said that this was an exchange unit. I'm sure I was not the first to make this oversight… I hope. I contacted the seller, and he was very good about it, I told him when I'd have the old one off and he rescheduled the delivery and collection.

Removing the alternator on the 924 isn't a very hard job. Being a bit lazy I jacked up the car on the passenger side and popped in a stand. From underneath, I was able to remove the engine guard, which is held on with a few 10mm bolts. I'm not sure whether I need to but I always like to disconnect the battery before I remove anything that connects back to it – one of the cables is connected with an 8mm nut, which always feels like it's about to break when taking it off.

The next stage, and the one that really confuses me, is slacking off the belt tensioner. The tensioner is a rod that is threaded on either end, connecting to the engine and the alternator. One end is counter threaded so that when you turn the centre section it either pushes out the alternator, puts tension on the belt, or slackens it off.

The part of this job that always confuses me involves the retaining nuts because I can never remember which one needs to be turned in which direction and given that they need a reasonable amount of pressure to move them, there's a fair amount of tightening as I alternate directions until I get it right.



Matt has solved his alternator issues with a new exchange unit

With the belt loose I removed the bolt attaching the tensioning rod from the alternator, which allowed it to move enough to remove the belt entirely. The last bolt that had to be removed was the one that attaches the alternator to the engine. Seeing it on the floor of the garage it appeared to be in excellent condition, but it doesn't really convey what is happening, or not, inside.

I then had to remove the pulley. I needed a hex key to hold the spindle and then a spanner to undo the nut. However, I think it needs a special shaped spanner to do the job properly, which I did not have. Instead I used something to hold the fan against the alternator body to prevent it from spinning, and my impact wrench to undo the nut. Removing the pulley was easy enough, but to get the fan off first the woodruff key needed to be knocked out. The woodruff key is a semi-circular piece of metal that fits into the shaft and provides a locking point for the pulley, but it needs to be removed to allow the fan to slide off. When the key was removed I inspected it for any indentations that will prevent it being correctly reinserted and I then gave it a rub down with a fine grit paper.

When I received the replacement alternator it was easy enough to fit – I believe the correct method is to remove a load of bit around the air box and go in from the top (working underneath, the only real downside is trying to get the alternator into place without dropping it on one's head…).

Starting the car I was happy to see the gauge go to nearly 14 volts, and it hasn't dropped much since then. As an aside, a friend asked me recently what the point of the volt meter was. Well, if you're not sure, a healthy alternator, without lights, heaters or anything power-draining running, should read around 13.5-14 volts. If it starts to get down toward 12v then there is a problem and the car is possibly running on battery power. If the needle is bouncing around or going above 14v then there may be a problem with the voltage regulator, which is an easy fix. The good news is, the car is back and running now and the alternator is in great health.

Matt Biggs





997 GTS

The trip to Chantilly last month really couldn't have proven any better how accomplished these cars can be. The schlep from Cheshire to Folkstone was dispatched without drama, then arriving in France to greet the rising sun to hammer it across the sparsely populated region between Calais and Chantilly was brilliant. With a mix of virtually abandoned Autoroute and delightful rural roads, the route could have been hand-picked by a motoring PR to highlight the all-round ability of what must be one of the greatest Gran Tourers in the business. Supple and cosseting with just the right amount of feedback on the high speed sections of twin-lane motorway, and then lithe and responsive once into the back country and off the beaten track, wending between enchanted little villages that litter the beautiful French countryside.

It may not be the greatest distance covered in a day, but still, to set off so early, make the trip non-stop and yet arrive fresh enough to conduct business in the afternoon has to pay testament to the long-range ability of what is basically a thinly veiled sports car.

The return journey the following day wasn't quite so enjoyable though. Nothing to do with the GTS, more an act of God. Torrential rain fell for almost the entire journey. From about 20 minutes north of Chantilly until about ten minutes from home, the rain through France was truly biblical. I'm talking vision-limited speeds of barely 20mph in some places. When the rain let up for long enough for visibility to allow an uplift in pace the surface water was so deep that the roads closer resembled canals than highway.

Yet the Michelin Cup2s were flawless. Not a single instance of aquaplaning or loss of control. There was no braking or tracking issues at all. For how good they felt in such adverse conditions you could have told a passenger that there were mud and snow tyres on the car and I doubt they would have questioned you. They are simply that good. Again, I don't know how they achieve this, and the tread pattern alone does not

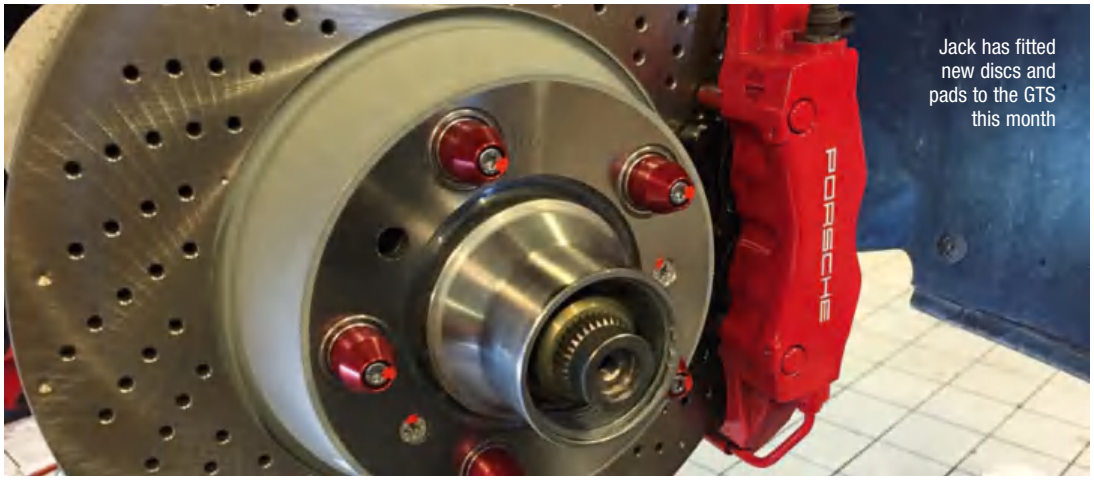


instil confidence that they would be up to the job of shifting *so* much water, yet they do, and with apparent ease. I don't know how one would ever find the limit of this amazing piece of tech.

But once home and dried out there was work to be done. The brakes had been making a lot of noise when coming to a stop. Not the annoying squeal that I'm more accustomed to with the GT3 on its race pad setup, but more of a graunchy, grating noise. Only when hot, and only audible over the last few yards coming to a standstill.

An inspection of the pads showed that they were getting pretty close to their limit, though there was no warning light on the dash. On top of that the rear discs were looking pretty shoddy, having been on the car since new 58,000 miles ago. The fronts were still looking okay as they were replaced early last year. So the car was booked in with Mike at Sports and Classics for a full pad and rear disc change.

Now, in years passed, I would have been tempted to have a pop at this myself. Certainly on my old Cayman I changed the pads out dozens of times on the drive with the aid of a trolley jack and a bag of spanners. But the GTS is an entirely different proposition no thanks to those beautiful, hateful, centre lock wheels…



Jack has fitted new discs and pads to the GTS this month

Not only is getting the actual wheels on and off a complete pain, but a disc change requires not just new discs, but new drive-stud hardware. Suddenly what should be a relatively easy (and cheap) disc change becomes a very expensive and very specialist job indeed. Oh well. The price of fashion, and all that.

Whilst it was in the workshop the lads flushed all the brake fluid too, making sure that the inner nipples on the callipers were bled as well. It's amazing how often these inner nipples are ignored, forgotten or avoided on these cars. And amazing how much of a difference it makes when they aren't done. Once completed the brakes felt spectacular. Better than they had ever felt under my ownership. A rock solid pedal right from the very top of the travel has meant a slight recalibration of my heal and toe, but it's a small price to pay for the huge amount of confidence they now inspire.

Unfortunately that wasn't the only expense for this month. A few days after collecting the car with its new brakes, the service warning started to flash on the dash. It commenced that ominous countdown to another wallet-emptying episode – 600 miles later and the car was back in Mike's workshop having a minor service. However, all it needed was a basic oil and filter change with no additional big ticket service items attached, which was a relief after the expenditure on the stoppers. Unfortunately the spending doesn't end there as next month it's MoT and insurance time. *Gulp*.

Jack Wood



996 TURBO

Since the Turbo has returned from its lengthy stay at RPM, I've been taking every opportunity to drive it, even just to the shops and back. After two months of driving around in a diesel Range Rover while I waited for the car to be repaired, the Turbo feels ballistically fast and incredibly connected to the road, and I'm enjoying every second of it.

This everyday ability has always been one of the Turbo's strong points but there are limits to its practicality, as I discovered after driving it to my local DIY store. Having become accustomed to the massive boot space in the Range Rover, I somehow forgot that I was in the Porsche and bought a number of very large and heavy items, plus an abnormally long length of wood. My mistake only dawned on me when I got to the car park and remembered I was driving a low-slung sports car and not a 2.7-ton SUV. I did manage to cram everything inside the car – just – but suffice to say I won't be using it for my next visit to Ikea!

Now that the car is back and in fine fettle I've taken the opportunity to book a couple of final track days for this year. The first event is early November and though I could be considered a reasonably seasoned track day-goer, I'm as excited as a five-year-old at Christmas because this track day is on the Silverstone GP circuit. I've never driven the full circuit before, and it's a great opportunity to try the Turbo down Hangar Straight and test my mettle through Copse and Maggots-Becketts.

Perhaps more importantly, I've booked a solid morning of tuition for the Silverstone track day. After being out-driven on the sweeping roads of north-west Scotland during a road trip earlier this year, I've been seeking out professional advice on how to improve my driving and get best out of the Turbo in a safe manner, and this seemed like a great opportunity to take my tuition a step further. The acres of Tarmac run-off of the modern Silverstone layout may enrage the motor racing purists, but there's no denying that they provide a useful safety net for drivers like me who are still learning and might get over-ambitious with their corner entry speed.

The high speeds and big stops of the Silverstone circuit will also be the perfect change to evaluate the newly-serviced brakes on the Turbo. As I mentioned last month, I opted have the brakes flushed with race-spec Performance Friction fluid but to keep the stock OEM pads. On the road, the system still has a slightly numb feel at the top of the pedal, though once you're into the meat of the travel it seems like there's a bit more feel under your foot. They also seem to need more heat in the discs and pads to perform properly than before, though as soon as you've hit the brakes hard a couple of times and got that heat into the system the braking performance increases dramatically.

I had a long conversation with Ollie from RPM on the subject of braking upgrades during his follow-up call after I picked the car up, and we even priced up a front brake upgrade to the six-pot system from the 997 Turbo. It



quickly became expensive at Porsche official parts prices (£1600 for the callipers, plus another £500 for discs and £250 for pads, all excluding VAT and fitting), so his suggestion was to source a set of second-hand callipers which could be bought and reconditioned for less than the cost of new items from Porsche, so I'll be keeping a watchful eye on eBay…

Finally, on the thorny subject of values, I'm going to need to update my insurance policy to increase the agreed value of the car. Prices of 996 Turbos are continuing to climb with some examples priced at £40k and above. Whether they're actually selling at those prices is another matter, but should the worst happen I want to make sure my policy is up to date.

Martin Spain



The 996 is not known for its timber-carrying abilities – as Martin was recently reminded!



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the market place

by Philip Raby



A specialist Porsche dealer and consultant, Philip has been driving and writing about Porsches for over 20 years… @RabyPorsche

924 2.0-litre

Once unloved, the 924 is now a rare classic going through a much-deserved renaissance.

Not too many years ago, the Porsche 924 was a deeply unloved car, to the extent that people were struggling to give them away. I once wrote that it was the world's most affordable Porsche because you could get one for nothing. It was a sad state of affairs for a car that was once Porsche's best-selling model and, indeed, was the company's saviour. Without the 924, there's a good chance that Porsche and its wonderful cars wouldn't exist today – a sobering thought.

Porsche has long had an 'entry-level' car in the range. First, it was the four-cylinder 912 911 lookalike. Then came the mid-engined 914 and next the 924. Today, of course, the Boxster fills this important role for Porsche. The 924 has a complicated history which I won't share in detail here but suffice to say, it was originally designed by Porsche to be produced as a Volkswagen but ended up being badged and sold as a Porsche, with sales beginning in 1976. And therein, perhaps, lies the 924's trouble – people criticised it for its VW heritage and its Audi 'van' engine. Unfair comments for a car that was penned by Porsche and, while the powerplant did indeed have Audi roots, it was heavily breathed on by Porsche's engineers.







924s have come to the attention of younger buyers who are looking for cool retro modern classics from the 1980s



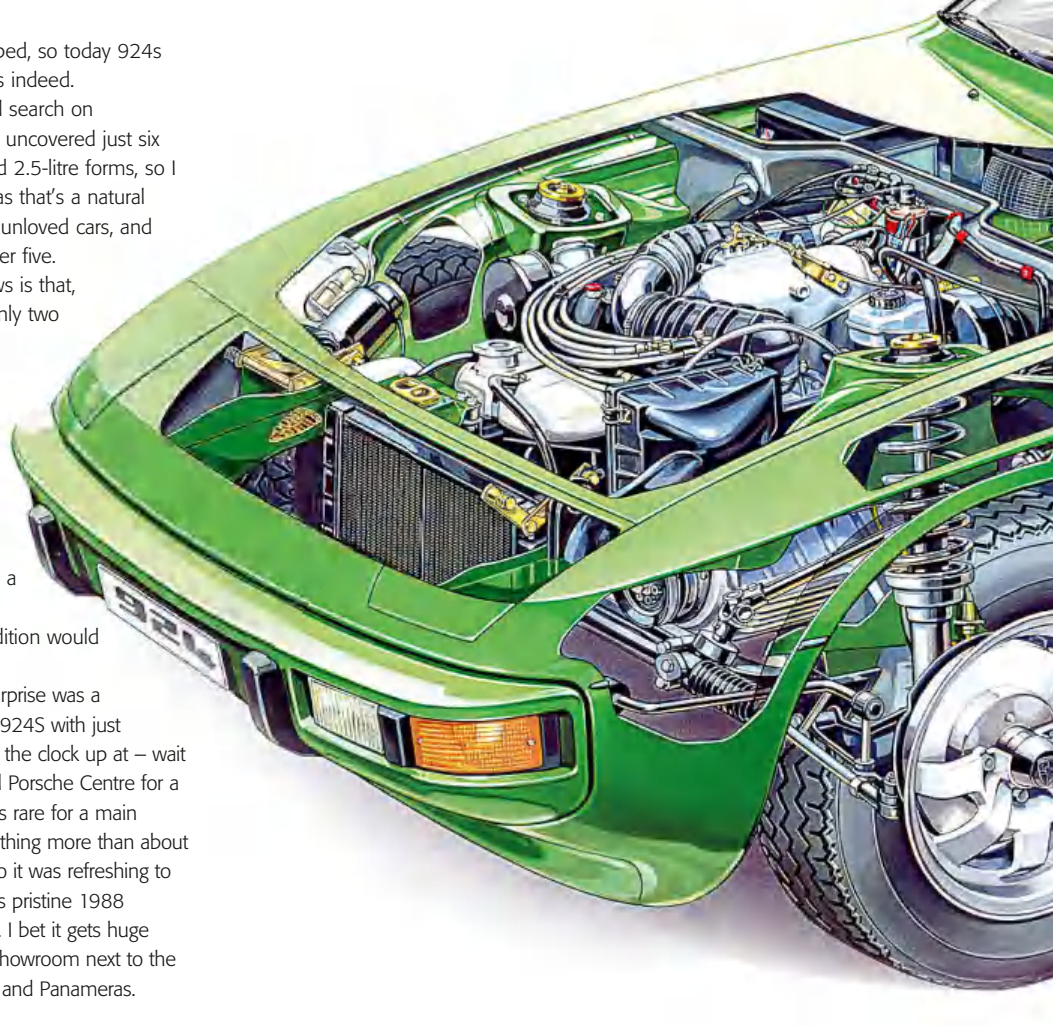
While I'd be first to admit that the original 2.0-litre 924 was never going to set the world on fire in terms of performance, the 2.5-litre 924S that followed in 1985 could certainly hold its own, powered as it was by a detuned 944 engine. And with a near 50/50 weight distribution, thanks to a front-engined, rear transmission configuration, any 924 offers nimble and predictable road-holding. Throw into the mix two-plus-two seating, a hatchback leading to a decent sized boot, plus rock-solid build quality and you end up with one of the most practical sports cars Porsche has ever built. Try getting a mountain bike into a Boxster; you can in a 924 – I've done it! It's a pretty car, the 924, too, with smooth unsullied lines that gives it a completely different vibe to the bulging and aggressive 944 that came after.

Sadly, though, a combination of that Audi-derived engine, the sheer number of cars that were produced and a perception this was a 'poor man's Porsche' meant that 924 values plummeted through the 1990s and beyond, to the extent that you really could pick one up for nothing. Of course, this led to many examples being mistreated, neglected and eventually scrapped, so today 924s are very rare cars indeed.

I did my usual search on Pistonheads and uncovered just six 924s, in 2.0- and 2.5-litre forms, so I turned to eBay, as that's a natural resting place for unloved cars, and found just another five.

The good news is that, even on eBay, only two appeared to be scruffy and unloved. Each priced at under £1000, such examples are best avoided as the cost of bringing them to a useable and respectable condition would be prohibitive.

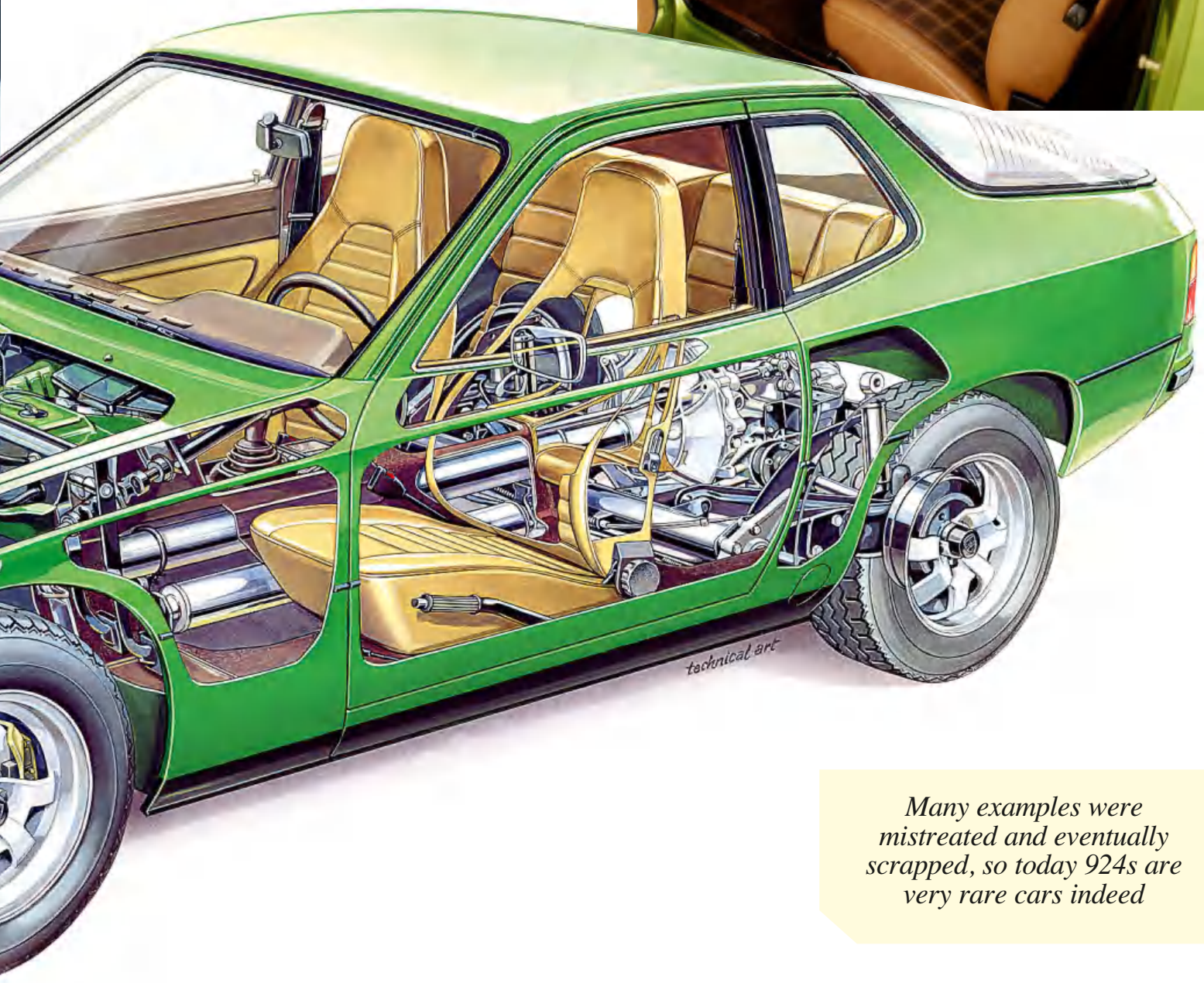
The biggest surprise was a stunning looking 924S with just 44,000 miles on the clock up at – wait for it – an Official Porsche Centre for a hefty £17,995. It's rare for a main dealer to sell anything more than about three years old so it was refreshing to see one have this pristine 1988 example in stock. I bet it gets huge attention in the showroom next to the brand-new 991s and Panameras.







The 924 offers a golden slice of period cool, but good examples are becoming hard to find…



Many examples were mistreated and eventually scrapped, so today 924s are very rare cars indeed

Of course, that's an exception, both in terms of mileage and price, and it's debatable where or not anyone will be prepared to fork out so much for a 924S when they could get a very nice Boxster for the same money. Indeed, compared to that, the 1986 example I spotted with 71,500 miles and a fully documented service history for just £4500 seemed a veritable bargain. In fact, I'd call that a good investment, especially when another with a similarly good history but with 91,000 miles and just two owners is up for £6995. Actually, even at that price, it would be a safe investment.

While the 924S is undoubtedly the better car, the earlier 2.0-litre 924 – badged 'Lux' in the UK – has rarity on its side. I found a lovely looking 54,000-mile example – low for one of these – offered for £9995. That's top money for a 924 Lux but, again, it will only hold its value and, more likely, appreciate. Too expensive for you? Then how about a tidy-looking 1982 car with a tad under 100,000 miles for just £2700? Even if you had to spend a couple of grand getting it to tip-top condition, you'd still have a rare modern classic Porsche for under £5000 – the price of a scruffy and rattly Boxster.

My first Porsche was a 924, far too many years ago now, and I've always had a soft spot for them, so I'm pleased to see that they are, at long last, being taken seriously. As well as Porsche enthusiasts, 924s have come to the attention of younger buyers who are looking for cool retro modern classics from the 1980s. And the 924 makes a compelling case for itself; compared with many other cars from the era it's solid, good to drive, affordable to run and parts are readily available. I'm tempted to grab one and relive my youth! ○



Originally designed by Porsche for VW, the 924's workings are actually more Stuttgart than Wolfsburg

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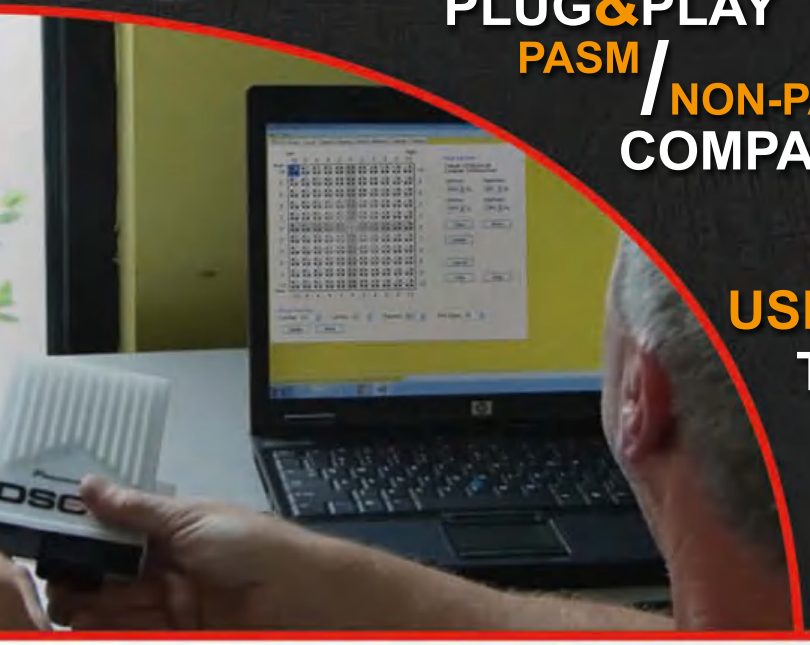
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The All-Electric

Jesse Crosse examines the technology that will make Porsche's first all-electric car a reality.



Mention 'electric car' in the same sentence as 'Porsche' and most enthusiasts would throw a hissy fit, but these days everybody's doing it. Tesla has shaken the world up by taking significant market share from manufacturers of conventional premium cars and doing it with a product that delivers enormous performance.

Porsche must rise to this challenge and says it will do so in the next five years with something like the Mission E concept, shown at the Frankfurt Motor Show in September. Although pure electric propulsion is already here, the Mission E also showcased other technologies that manufacturers are taking seriously like gesture control of interior features and eye-tracking technology.

It'd be easy to write-off an electric Porsche as horrible, but would it be? What about that visceral sound and unmistakable character of a 911? Will it be lost forever or could it usher in a new era of excitement, the same Porsche story, but told in a different way? Teslas and BMWs aside, most current battery electric cars are still parked firmly in the category of 'urban shopping trolley,' but in fact the fundamentals of the electric car are well aligned with the needs of a potent sports car.

First of all is the centre of gravity, which for going round corners quickly needs to be very low. In an electric car the heaviest component is the battery pack whereas the motor (or motors) are relatively light compared to a conventional engine. Since lithium-ion batteries used in today's battery electric cars comprise hundreds of cells packaged in modules, distributing the battery beneath the floor or in a double skin floor is straightforward. That makes the centre of gravity very low and the way in which the cells are distributed allows fine tuning on weight distribution too. That's how the Mission E is laid out, with the modules of the battery pack arranged in the floor between the axles.

The Mission E has two permanent magnet synchronous motors, similar to those used in the 918 and 919 hybrids, one driving each axle. Using two motors instead of one is useful for a couple of reasons. One is that you get four-wheel drive without the need for a heavy, power-sapping transmission system. With the usual clutch-based electronic differential across the axles, that also means torque can be vectored, distributing torque around all four wheels to influence handling balance and aid stability if needed. Another is that it helps get fore and aft weight distribution right; a single lump of engine and gearbox at one end of the car is never a good thing dynamically.

So a mid-engine configuration is ideal for handling but it leaves room for only two occupants. Distributing the heavy battery within the floor of the car with a motor at each axle gives the best of both worlds; the desirable low moment of inertia and room for four people. An electric motor on each axle also makes it easy to adjust front-rear torque split on the fly.

Electric motors have one particular attribute which makes them perfect for a performance car and that's the ability to deliver maximum torque from a standstill. Porsche hasn't revealed the peak torque figure, only that maximum power is 600hp and acceleration is brutal, the Mission E catapulting from rest to 62mph in just 3.5 seconds and 124mph in under 12 seconds. As usual with any electric power unit, whether standalone or as part of a hybrid drive, the motors can recover energy as the car decelerates by switching to generator mode in a process called 'regenerative braking'.

So far, then, the Mission E looks promising. The handling balance of a mid-engine car with four seats instead of two, all the power and torque you could want, great traction from the even weight distribution and four-wheel drive with torque vectoring. The electric motors themselves are not unusual, permanent magnet synchronous motors are well proven, but the 800-volt electrical system is different.

Most battery or hydrogen fuel cell cars operate at 400-volts and Quant's Nanoflowcell concept shown at this year's Geneva Show in March was equipped with a low-voltage system operating at 48-volts but at a high current of 'more than 200 amps'. Porsche is using an 800-volt system for the first time which it says will allow the use of smaller, lighter power cables and faster charging. Plugged into a 'Porsche Turbo Charger' the battery can be brought to 80 percent capacity in 15 minutes. It can also be plugged



It's the 800-volt system Porsche is mooting that makes the Mission E such an exciting concept…



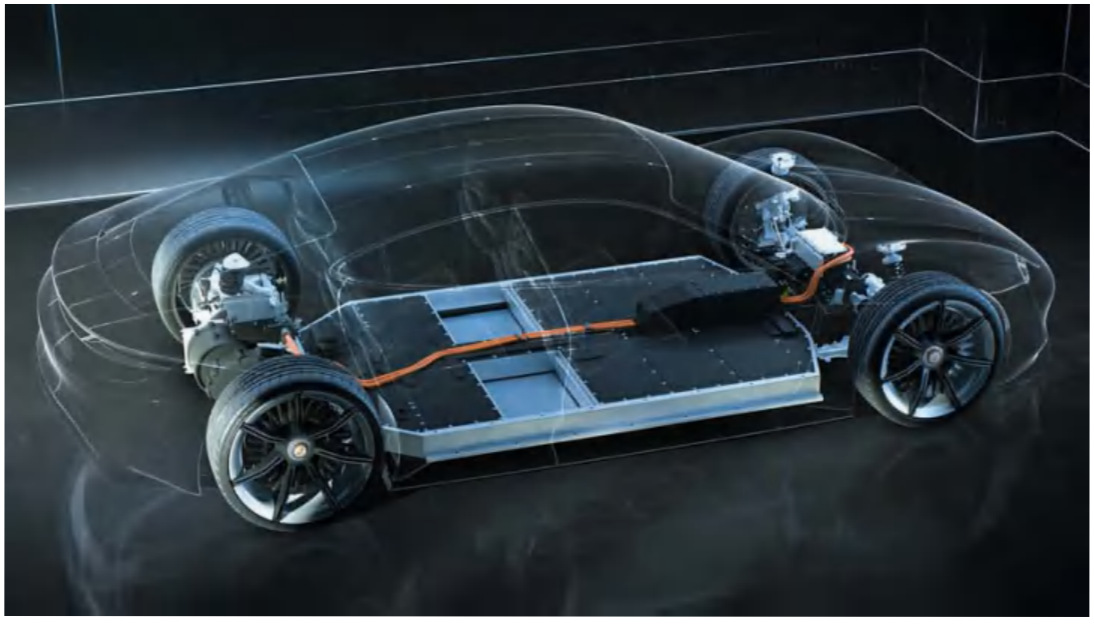
Porsche wants to use existing domestic infrastructure and inductive charging methods

into the existing 400-volt charging infrastructure or charged on a domestic system at home. Porsche is also planning inductive charging plates for home use which means you just pull up over the plate and the car will charge without plugging in. Fully charged, Porsche claims the Mission E will have a range of up to 310 miles.

Inside, Porsche plans a 'glass cockpit' with five virtual instruments whose functions can be selected simply by looking at the displays thanks to an eye-tracking camera system. Dashboard features can be selected by gesture control and feedback given by holographic information displays. If that sounds unlikely then bear in mind that virtual displays are already in production and eye- tracking systems for various uses including judging driver distraction are close. Most major manufacturers are looking at holographic or three-dimensional displays and gesture control is regarded in the car industry as the next big thing.

Weight is a challenge with all electric cars and even though the Mission E would be built from composites and lightweight metals, it's still going to be hefty based on known technologies, mainly because of that battery. Perhaps the biggest challenge, though, will be the noise. More crucial to Porsche than many others, the six-cylinder burble of the 911 will be a great loss. The options are to synthesise sound or forget it altogether but if Porsche chooses the latter, finding a way of stamping that unique character back on its electric cars of the future might take some doing ○





Jesse Crosse



Brake Bleeding

Jesse Crosse looks at the finer points of bleeding a Porsche's brake system.

Bleeding the brake system is one of those jobs that all cars need now and then for a variety of reasons and if you've already had the pleasure of doing it you'll know it can be a simple, if messy task. The same approach applies both to simple brake systems and with ABS systems – although for Porsches with PSM, special equipment is needed.

Hydraulic brake systems consist of a master cylinder at the brake pedal end and pistons in the callipers at the other end. When you depress the brake pedal, the cylinder piston forces fluid down the brake pipes to the brake cylinders. As that happens, fluid is drawn into the master cylinder from the brake reservoir to avoid air entering the system. When you release the brake, the fluid behind the piston moves back into the reservoir.

The calliper piston area is greater than that of the master cylinder so the force is multiplied and as fluid is incompressible, it becomes a mighty force. If a brake booster is fitted (and for our purposes they usually are), the force is multiplied still further. Modern systems have dual circuits with a tandem master cylinder, each section applying diagonally opposite brakes so that if one half fails, braking stability is still maintained after a fashion.

The fly in the ointment comes when air gets into the hydraulic fluid. Fluid is incompressible but air is very compressible so you get a spongy brake pedal and less effective brakes. Worse still, on older cars without a dual circuit system the air might be in, say, a line going to a front brake making the brakes pull to one side.

If air has randomly appeared in the system you need to find out why, but a more common reason for bleeding would be because you've changed a calliper or master cylinder, or just to refresh the fluid. Brake fluid is anhydrous and absorbs water so to prevent deterioration of the system it should be refreshed every couple of years anyway.

Bleeding brakes is simple in theory but the fluid has a habit of getting everywhere so be sure to have plenty of clean rags handy and some soap and water in case any gets on the paint. Brake fluid attacks some materials – especially old acrylic or cellulose paints so avoid getting it on any finishes. If the bleed nipples haven't been opened for a long time and show any sign of being seized, apply some WD40 and leave overnight as it's easy to wring them off. When you do get started, the flats on a bleed nipple are easily rounded-off, so always use either a ring spanner or a dedicated brake nipple spanner to free them off. All the equipment you need should be available from your favourite car accessory shop.

Bleed each calliper one at a time starting furthest from the master cylinder. This is done by attaching a pipe to the nipple at one end then feeding it into a bottle at the other, undoing the nipple quarter of a turn and calling 'down' to a helper in the driver's seat who should then press down the brake pedal fully and hold it. Close the nipple and call 'up' to your helper. Do this until all bubbles have stopped coming through or the fluid is clean.

It's important to close the nipple before the helper raises the pedal otherwise air or old fluid will simply be sucked back in. Work around all four brakes checking the reservoir frequently as if it runs out you'll suck air into the system.

Brake bleeding kits are available comprising anything from a length of pipe to 'one man' systems which pressurise the hydraulic reservoir forcing fluid through the system. Many people swear by these but, beware, if you don't get a decent seal on the reservoir fluid can spurt all over the place.

You can also buy a simple pipe with a one-way valve in the end to prevent air being sucked back into the calliper when you raise the brake pedal. The only problem with that is the threads on the bleed nipples are not airtight when the nipples are slackened off and even with a one-way valve air can still be sucked back in.

Bear in mind it sometimes takes a few goes to bleed all the air out of a braking system and don't be fooled if you've fitted new brake pads at the same time as they can also make the pedal feel slightly spongy until you've bedded them in ○

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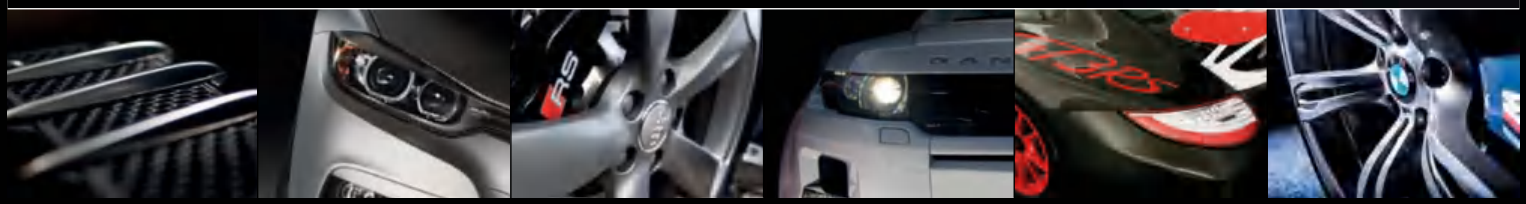
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330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
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GMÜND COUPÉ/356: 1948 – 1964

Two-door, two+two Coupé, Roadster, Speedster. Rear-mounted four-cylinder air-cooled 'boxer' engine.

This is where the Porsche story begins. After the aluminium prototypes and numerous projects for Volkswagen, Dr Porsche gave the go-ahead for his company to relocate from the converted shed in Gmünd to a rented workshop in Stuttgart (owned, incidentally, by Reutter, the coachbuilder responsible for building the 356 body for Porsche). At the 1949 Geneva Auto Salon Porsche displayed a 356 for the first time, with a coupé and drophead model taking the limelight. A makeshift production line was started in the same year.

The following year the 356 was shown to a meeting of Volkswagen main dealers as well as European and overseas importers who promptly placed orders for 37 cars. The first Stuttgart-built 356 rolled off the production line in Easter 1950.

The 500th Porsche was built on 21 March 1961, with the 1000th model arriving just six months later, and when the last 356 was built in 1964 – a 356C convertible – a total of 76,302 examples had been built.

The arrival of the 356 also signalled Porsche's first forays into motorsport. Dr Porsche's cousin, Herbert Kaes, is thought to be the first to compete in a Porsche car when he took an early 356 and entered it in a race around the streets of Innsbruck, Austria on 11 July, 1948. Kaes and the Porsche won their class, obviously. The first recognised 'factory' victory came in 1951 in the 24 Heures du Mans (where else!) when Porsche's French importer, Auguste Veuillet, convinced Dr Porsche that by entering a car into the twice-round the clock race it would result in a big boost in sales and Porsche's global awareness. Veuillet, along with his co-driver Edmund Mouche, won their class in the 1100cc 356. The rest, as they say, is history.

Today the 356 enjoys the status of a genuine classic car. Collectors and enthusiasts alike have seen that the majority of examples have been meticulously restored and maintained and this is reflected in the values they are reaching on the classic car market. Demand for all models and variants is high with the Carrera models some of the most sought after.



356

Dimensions: *Wheelbase (mm): 2100 – Length (mm): between 3850 (1950) and 4010 (1959). Width (mm): 1660*

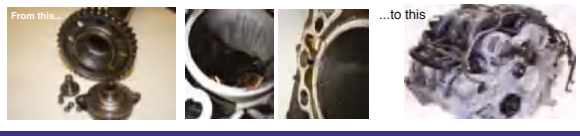
1948 to 1949: *Gmünd Coupés:– the 356's predecessor was first produced in July 1948. The aluminium-bodied Gmünd Coupés used virtually all VW mechanicals from a four-speed gearbox to torsion bar suspension, and, of course, the Beetle-derived 40hp flat-four engine complete with twin Solex down-draught carburettors and 7.0:1 compression ratio. Drum brakes were fitted all-round.*

1950: *'Pre-A' 356:– Following the move to Stuttgart, the 356's integral body was made of steel and the design given a higher waistline than Gmünd Coupés, with the distinctive V-shaped roof to accommodate its split-screen. The 1.1-litre engine now produced 40hp and, along with the other engines offered after 1952, was mated with Porsche's own four-speed gearbox.* ***1951:*** *1300cc and 1500cc (60hp) engines introduced.* ***1952:*** *Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the 'Alfinger' crankshaft. 1500 S (70hp) engine introduced. Fully synchronised gearbox fitted across the range.* ***1955:*** *356A:– New engines and suspension altered. New curved 'V-screen' does away with the need to split the screen, vinyl replaces cloth inside. New dash, combined ignition/starter. New gearbox in 1957. Four Cam Carreras launched at the 1955 Frankfurt Motor Show, these engines were directly derived from racing technology, with GT-denoted models aimed specifically at motorsport. They were dry sumped, had reduced compression ratios and revved much higher. The bodies around them were lightweight, making them very potent on the road for their day.* ***1959:*** *356B:– 90hp 1600 introduced for Super 90 which gets 'compensating rear springs' to improve handling. Changes to bumper position, headlamps and numerous interior details.* ***1961:*** *Larger rear window and engine cover with twin air intakes introduced, electric sliding roof optional; 1600 S engine gets four-ring pistons, S-90 gets modified flywheel. 130hp Carrera 2 announced (introduced in 1962), featuring Porsche-designed disc brakes.* ***1963:*** *356C:– Reworked engines, clutch from Super fitted to 75 and 95hp models, disc brakes introduced all-round, rear compensating spring special order only, no external changes but there was a rethink of the interior details.* ***1964:*** *Porsche takes control of Reutter and 356 C introduced, Roadster dropped from the line-up.*

MODEL	MODEL YEAR	WEIGHT	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Gmünd Coupés	1948 to '50	605	1086	35-40	50	23.0	80
'Pre-A' 356							
1100	1950 to '54	745	1086	40	51	23.5	87
1300	1951 to '54	810	1286	44	59	22.0	90
1300A	1954	830	1286	44	51	22.0	90
1300S	1953 to '54	830	1290	60	64	17.0	99
1500	1951 to '52	830	1488	60	75	15.5	105
1500	1953 to '55	830	1488	55	77	16.5	96
1500S	1952 to '55	830	1488	70	80	13.5	108
356A							
1300	1955 to '57	860	1290	44	60	22.0	90
1300S	1955 to '57	900	1290	60	65	17.0	99
1500GS Carrera	1955 to '58	835	1498	100	88	12.0	124
1600	1955 to '59	835	1582	60	81	16.5	99
1600S	1955 to '59	835	1582	75	86	14.5	108
1600GS Carrera	1958 to '59	835	1587	105	89	11.0	124
356B							
1600	1959 to '63	905	1582	60	81	16.5	96
1600S	1959 to '62	925	1582	75	86	15.0	108
1600S	1960 to '63	925	1582	90	89	13.5	112
1600S	1961 to '63	935	1582	75	86	15.0	108
1600GS Carrera GT	1959 to '61	890	1588	115	99	10.5	124
Carrera 2	1962 to '64	890	1966	155	144	9.0	124
356C							
1600C	1963 to '65	935	1582	75	89	14	109
1600SC	1963 to '65	935	1582	95	90	13	116
2000GS	1962 to '64	935	1966	130	119	9.0	124

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911 (1964 – 1989)

(Zero) 0-Series – 1963 to 1966: *'64 to '66 Model Year – Wheelbase (mm): 2211 Length/Width (mm): 4163/1610 –* ***Significant developments:*** *911 (very briefly 901) first shown at 1963 Frankfurt Motorshow, went on sale in 1964 with six-cylinder 2.0-litre engine. Targa announced in 1965 and goes on sale 12 months later. Weighs 50 kilos more than coupé*

MODEL	MODEL YEAR	WEIGHT(kg)	ENGINE (cc)	Hp	TORQUE (lb ft)	0-60*	MPH
901	1963	1080	1991	130	119	8.5*	131
911	1964	1040	1991	130	120	8.3*	130
911	1965 to '67	1080	1991	130	128	8.3*	130

A-Series – 1966 to 1968: *1967 Model Year –* ***Significant developments:*** *160hp 911S introduced, as are 5.5-in tyres. 911L had vented discs taken from 911S. Four-speed Sportmatic introduced in 1967. All models available as Targa, glass window replaces plastic item from 1968.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911L	1353/1321	1075	1991	130	130	10.6*	131
911T	1353/1321	1080	1991	110	116	8.3	124
911	1353/1321	1080	1991	130	128	9.1	130
911S	1353/1321	1080	1991	160	132	8.0*	137

A-Series – 1967 to 1969: *1968/69 Model Year –* ***Significant developments:*** *Wheelbase extended by 57mm to enhance handling, single battery replaced with twin 35amp alternatives in front luggage compartment to keep front end more securely planted and enhance handling. S and E both have mechanical Bosch fuel injection, 911T introduced, 'E' model replaces 'L'.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1353/1321	1075	1991	110	115	8.3	124
911E	1353/1321	1020	1991	140	129	8.4	134
911S	1353/1321	995	1991	170	135	8.0*	137

C-Series – 1969 to 1970: *1970 Model Year –* ***Significant developments:*** *Increase in bore from 80 to 84mm raises engine capacity to 2.2-litres. Aluminium crankcase replaces magnesium alloy item. 225mm clutch introduced. Sportmatic no longer an option on 911S. Front upper strut attachment points moved forward 14mm.*

D-Series – 1970 to 1971: *1971 Model Year –* ***Significant developments:*** *PVC-coated, galvanised underfloor areas introduced. Tweaks to injection and ignition required to meet new European emission laws.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1362/1343	1020	2195	125	131	9.5	127
911E	1372/1354	1020	2195	155	141	7.6*	137
911S	1372/1354	1020	2195	180	147	7.0	138

E-Series – 1971 to 1972: *1972 Model Year –* ***Significant developments:*** *Engine stroke increased to 70.4mm giving 2.4-litre capacity. Compression ratio dropped to allow use of regular petrol. Gearbox uprated to cope with increased torque. External oil filler cap located between door and rear wheel. All models supplied with Fuchs wheels.*

F-Series – 1972 to 1973: *1973 Model Year – Wheelbase (mm): 2271 Length/Width (mm): 4127 (RS 4147)/1610 –* ***Significant developments:*** *External oil filler removed due to customer confusion at the petrol pumps. Chin spoiler introduced on S to reduce front end lift (option on T and E) and greater variance in standard wheels. 2.7 Carrera RS is first to be fitted with duck-tail rear wing.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1360/1342	1050	2341	130	144	8.1	127
911E	1372/1354	1050	2341	165	151	7.9	138
911S	1372/1354	1050	2341	190	158	6.6	144
Carrera RS	1372/1394	975	2687	210	188	5.8	152

G-Series – 1973 to 1974: *1974 Model Year – Wheelbase (mm): 2271 Length/Width (mm): 4291/1610 (Carrera 1652) –* ***Significant developments:*** *Shock absorbing bumpers introduced as a result of US legislation. Range-topping Carrera model came with 'black look' trim and 210hp.*

H-Series – 1974 to 1975: *1975 Model Year –* ***Significant developments:*** *Turbo introduced early '75 with four-speed gearbox and higher spec. Duck-tail replaced by whale-tail on Carrera models. Silver Anniversary model launched, 1063 sold.*

MODEL:	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911	1360/1342	1075	2687	150	173	7.9*	131
911 S	1360/1342	1075	2687	175	188	6.1*	142
911 Carrera	1372/1354	1120	2687	210	188	6.3	150



911: 1963 – 1989

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, four- and five-speed manual and four-speed Sportmatic gearbox.

For some a real 911 is an air-cooled 911, and some of the greatest examples are from this period. Two of the most iconic 911s ever produced – the 2.7 Carrera RS and 3.0 Turbo – arrived on the scene during this time and Porsche also gave us the sublime 1970 2.2 S. Bosch K-Jetronic fuel injection was introduced (1976) and the first 911 Cabriolets (1983) arrived in showrooms. The 3.2 Carrera fed the Yuppie boom (1983) and the Carrera Club Sport (1988) was the first lightweight 911 special since the original Carrera RS some 15 years earlier.

On its arrival the original 911, or 901 as Porsche had first intended calling it until the French manufacturer Peugeot pointed out that they owned the trademark to model designations with an '0' in the middle, was a huge leap forward from the company's original four-cylinder 356. With its 2.0-litre flat-six, five-speed gearbox, independent suspension and disc brakes the new 2+2 sports car was quickly snapped up when it first appeared at the 1963 Frankfurt Motor Show.

A seemingly continuous development programme saw the 911 evolve at a pace. The Targa model was launched in 1965 in anticipation of US legislation that would ban fully convertible cars (it never happened, but the Targa proved a popular choice with its distinctive brushed stainless steel rollover hoop and zip-out plastic rear window). More power (160hp) and larger wheels (5.5-inches) arrived 12 months later, as did ventilated discs and a four-speed Sportmatic gearbox. The Targa's plastic rear window was replaced with a more conventional glass item in 1968.

The start of the next decade saw the flat-six's capacity grow to 2.2-litres and gave us the sublime 2.2 S and a chunky 180hp (190hp in 1973). Measures were also taken to prolong the life of the 911 with PVC and galvanised floors both introduced, and the legendary Fuchs wheels became available across the range.

1973 was the year every 911 aficionado has indelibly inked on their mind: the 2.7 Carrera RS arrived. 975 kilos, 210hp, aluminium bodywork, lightweight glass and the infamous duck-tail spoiler signified the most focused, driver-orientated production 911 to date. Rarer R and S/T racing models had come and gone, but this was the first performance-orientated 911 road car to be sold through the dealer network. A legend was born.

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Not content with blowing the minds of its faithful customers with its first RS road car, Porsche unveiled its concept for a new, more powerful, luxury-orientated version of the 911 at the 1974 Paris Motor Show – the 911 Turbo.

With a 3.0-litre flat-six motor and a single KKK turbocharger the new model produced 260hp delivered to the rear wheels via a four-speed manual gearbox. With a 0-62mph time of just 5.5 seconds and a 155mph maximum speed it was the fastest, most powerful Porsche road car to date, and its arrival coincided with the oil crisis.

With its flared rear-wheel arches, deeper front and whale-tail rear spoiler it was far from subtle, but Porsche's customers loved it and nearly 3000 were built. In 1978 it gained a bigger, 3.3-litre engine and more power (now 300hp), could crack 160mph and would continue in production until 1989.

Porsche also offered as a 911 Turbo Cabriolet and Targa model from 1987-88, as well as the 330hp 'slant-nose' coupé from 1983 through to 1989. And if you wanted the show without the go you could order Turbo-look Coupés, Cabriolets, Targas and Speedsters. Has there ever been a more blatant example of the excesses of the '80s?



During the 1980s Porsche hit upon a winning formula for its rear-engined sports cars, despite the best attempts by various management boards to try and kill it off.

As engine capacity rose from 2.2-, through 2.4-, 2.7-, 3.0- and finally 3.2-litres, so did the power and performance of the numerous models and variants introduced. The first 911 Cabriolet arrived on the scene in 1983, and before this a whole of host models had come and gone: the 2.4S became the Carrera in 1974 with 2.7-litres and 210hp, and the 3.0 Carrera in '76 with 200hp (US emissions laws had strangled the flat-six a bit). The 3.0 SC arrived in 1978 with a feeble 180hp but redeemed itself in 1981 with the new 3.0 SC arriving with 204hp.

In 1984 Porsche delivered its latest 911: the 3.2 Carrera. With 231hp, a 6.1 second 0-62mph and a 151mph maximum speed the 911 was back on track. In 1987 the somewhat wayward 915 transmission was replaced with a slick Getrag G50 'box and this generation 911 saw out its final years able to hold its head high and compete with the more youthful opposition.

930 Turbo	1432/1500	1140	2993	260	253	6.0*	155

I-Series – 1975 to 1976: *1976MY – **Significant developments:** Bodies now zinc-coated, galvanised steel. Bosch K-Jetronic fitted to all models. Sportmatic now only three-speed, not four.*

J-Series – 1976 to 1977: *1977MY – Wheelbase (mm): 2271, Length/Width (mm): 4291 (Turbo 4318)/1610 (Carrera 3.0 1652, Turbo 1829) – **Significant developments:** Sportmatic cars get brake servo assistance. 'Black-look' trim standard on Targas.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911	1360/1342	1120	2687	165	176	7.8	135
Carrera 3.0	1372/1354	1075	2994	200	188	6.3	150
930 Turbo	1432/1500	1195	2993	260	253	6.0*	155

K and L-Series (the SC) – 1977 to 1979: *'78 to '79MY – **Significant developments:** Super Carrera combined old 911 and Carrera with 3.0-litre engine, all had servo-assisted brakes. Turbo 3.3-litre engine equipped with intercooler and tea-tray spoiler replaces whale-tail. **SC (New A-Series) – 1979 to 1980:** 1980MY – **Significant developments:** Revised ignition and camshaft timing results in 188hp SC model. Turbo gets twin-exit exhaust.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	188	188	7.0	141
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

SC (New B-Series) – 1980 to 1981: *1981MY – **Significant developments:** First year of 17-digit international chassis number. SC now runs on 98RON fuel. **SC (New C-Series) – 1981 to 1982:** 1982MY – **Significant developments:** Limited edition 'Ferry Porsche' model goes on sale. Tea-tray spoiler option available for SC. **SC (New D-Series) – 1982 to 1983:** 1983MY – **Significant developments:** Cabrio rushed into production and launched following successful design study.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	204	189	5.7*	146
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

Carrera (New E-Series) – 1983 to 1984: *1984MY – Wheelbase (mm): 2271 Length/Width (mm): 4291 (Turbo 4318)/1610 (Turbo) **Significant developments:** Carrera replaces SC. Engine capacity climbs to 3164cc, Digital Motor Electronic engine management introduced as was the engine oil-fed chain tensioner. Turbo-look option ads 50 kilos and increases drag.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
911 SC RS	1398/1405	960	2994	255	184	5.0	159
930 Turbo	1432/1500	1300	3299	300	319	5.1*	162

Carrera New F-Series – 1984 to 1985: *1985MY – **Significant developments:** Carrera available with catalytic converter. Four-spoke steering wheel standard. **Carrera New G-Series – 1985 to 1986:** 1986MY – **Significant developments:** Sport seats now a no-cost option. Turbo-look track 1434mm front/1526mm rear.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
930 Turbo	1432/1500	1300	3299	300	319	5.1*	162

Carrera New H-Series – 1986 to 1987: *1987MY – **Significant developments:** Targa and Cabrio models available with Turbo engine. Slant-nose becomes an option. 915 transmission replaced by Getrag-built G50. Power hood standard on Cabrio. **Carrera New J-Series – 1987 to 1988:** 1988MY – **Significant developments:** Celebration anniversary model available. Club Sport model weighed 50 kilos less, blueprinted engine pushed power to around 241hp. **Carrera New K-Series – 1988 to 1989:** 1989MY – **Significant developments:** 16-inch wheels now standard. Speedster introduced and available with either Turbo-look or flat-nose bodies.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
Club Sport	1398/1405	1160	3164	231	209	5.6*	156
930 Turbo	1434/1526	1300	3299	300	319	5.1*	162

964 (1989 – 1993)

1988 to 1989: *1989MY – Wheelbase (mm): 2271 Length/Width (mm): 4250/1651 – **Significant developments:** Launched in January 1989 with a new flat-six engine, suspension, brakes and numerous body parts, Porsche claim only 13 per cent carry over parts from predecessor. Carrera 4 split torque 31/69 front to rear. All wheel ABS and power steering standard, catalyst introduced. **1989 to 1990:** 1990MY – **Significant developments:** All pre-964 models now deleted. Carrera 2 introduced, Targa and Cabrio available for both Carrera 2 and Carrera 4 models. Tiptronic available on C2. Both Cabrio and Targa 50 kilos heavier than coupé equivalents. **1990 to***

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911 (964): 1989 – 1993

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, rear and four-wheel drive. For a company that had very little left in the piggy bank and suffering from an economic and sales downturn, Porsche's engineers pulled off a remarkable achievement when developing the 964-series 911.

This latest 911 was '87 per cent new' over the model it replaced, and the big news surrounding the 964 was the increased capacity flat-six and the introduction of a four-wheel drive transmission. This resulted in the gearbox and rear final drive having two electronically-controlled wet clutches, limiting slip in both the centre and rear differentials. A torque tube connected the centre and front diffs. The torque split was 31:60 front-to-rear.

Joining the new C4 was a Carrera 2 Coupé, Cabriolet and Targa models, three Turbo variants: 320hp 3.3-litre, 360hp 3.6-litre, and a limited run 381hp Turbo S. The stripped-out 964 RS and limited run 3.8 RS were available from 1992.

Overlooked by many, the 964 offers an affordable entry into classic 911 ownership, although they require regular maintenance and some TLC.



911 (993): 1993 – 1996

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, rear- and four-wheel drive. Argued by many to be the most beautiful 911 design of all, the 993-series cars are also the best engineered and, for many purists, the pinnacle of the model's achievement.

The last of the air-cooled 911s had it all: pace, grace and, for once, a bit of space. The entry-level Carrera 2 was all you ever really needed, but who could resist the appeal of the Carrera RS or, for the first time, the all-wheel drive, twin-turbocharged Turbo? For the seriously brave there was the GT2 and those after the Turbo look without the go could always opt for the Carrera 2S and 4S.

The 993 also saw the introduction of VarioRam (in 1996). This controlled the length of the engine's induction tracts, and at low and medium engine speeds longer tracts provided a fuller torque curve, while at higher engine speeds the shorter induction length delivered higher peak power outputs.

1991: *1991MY – **Significant developments:** Rear drive, 3.3-litre 320hp 964 Turbo introduced complete with 'Cup' design mirrors.* ***1991 to 1992:*** *1992MY – **Significant developments:** Stripped-out Carrera 2 RS launched – the first RS since 2.7 Carrera RS in 1973 – and proves a hit for those who like their 911s raw. 381hp Turbo S model available to order (80 built).* ***1992 to 1993:*** *1993MY – **Significant developments:** Speedster introduced, rear-wheel drive only and based on Cabriolet for US market. 3.6 Turbo production begins in Jan 1993.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1379/1374	1350/1450	3600	250	228	5.7	162
Carrera 2 RS	1379/1380	1250	3600	260	240	5.3	162
Turbo	1442/1448	1470	3299	320	332	5.0	168
3.8 RS	1440/1481	1210	3746	300	266	4.9	168
Turbo 3.6	1442/1448	1470	3600	360	383	4.8	175

993 (1993 – 1998)

1993 to 1994: *1994 Model Year – Wheelbase (mm): 2272 Length/Width (mm): 4245/1735 (Carrera 4S and Turbo 1795mm) – **Significant developments:** 993 production begins in Jan 1994. Internal engine upgrades increase power and torque. Multi-link rear suspension is one of the biggest developments in the 911's history and transforms 993 into a more driver friendly sports cars. Four-piston brake callipers standard front and rear. Two- and four-wheel drive offered across the range in either Coupé or Cabriolet guise.* ***1994 to 1995:*** *1995MY – **Significant developments:** Carrera RS introduced as is redesigned, all-wheel drive system for Carrera and Tiptronic S with steering wheel-mounted shift controls for automatic gearbox. New 408hp four-wheel drive, twin-turbocharged 911 Turbo is launched and includes a six-speed gearbox and hollow spoked alloy wheels.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1405/1444	1370/1420	3600	272	243	5.6/5.3	168/162
Carrera RS	1413/1452	1270	3746	300	262	5.0	172
Turbo	1411/1504	1500	3600	408	398	4.5	180

1995 to 1996: *1996MY – **Significant developments:** VarioCam engines announced and up both power and torque; revolutionary sliding glass-roofed Targa introduced. Lightweight, 430hp, rear-wheel drive, homologation special GT2 launched. It's the most powerful and fastest 911 production road car ever built.* ***1996 to 1997:*** *1997MY – **Significant developments:** 430hp Turbo S offered as run-out model with 450hp factory engine upgrade also available. Turbo-bodied Carrera 2S built alongside Carrera 4S, but two-wheel drive obviously. It's the last rear-wheel drive, air-cooled 911.* ***1997 to 1998:*** *1998MY – **Significant developments:** An end of an era. Production of the all-wheel drive Carrera 4 and Turbo continues until July 1998 but when the last car finally rolls off the production line (a Carrera 4S) it marks the end of air-cooled 911 production after 35 years. The purists aren't happy, but it signifies a new dawn for Porsche.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1405/1444	1370/1420	3600	285	251	5.2	172
Carrera 2S/4S	1411/1504	1450	3600	285	251	5.2	172
Turbo	1411/1504	1500	3600	408	398	4.5	180
GT2	1475/1550	1290	3600	430	398	4.0	184
Turbo S	1411/1504	1500	3600	430	398	4.3	185

996 (1997 – 2004)

1997 to 1998: *1998 Model Year – Wheelbase (mm): 2350 Length/Width (mm): 4430 (Turbo & GT2 4435)/1765 (Turbo & GT2 1830) – **Significant developments:** All-new water-cooled, 3.4-litre VarioCam six-cylinder 'boxer' engines. Rear-wheel drive, six-speed manual transmission or five-speed Tiptronic S at extra cost. Traction control also available. Four-wheel drive Carrera 4 introduced at the end of the year along with Porsche Stability Management (PSM).* ***1998 to 1999:*** *1999MY – stripped-out, 360hp GT3 introduced. GT1-based engine helps create most focused 996 to date. Additional cooling for radiator, gearbox and engine account for extra weight over standard Carrera 2. Available in 'Comfort' or 'Club Sport' trim, breaks Nürburgring Nordschleife lap record for a production car (8mins 03sec).* ***1999 to 2000:*** *2000MY – the new 911 Turbo arrives. Twin-turbocharged, water-cooled flat-six with VarioCam Plus develops 416hp through four-wheel drive chassis. First 911 Turbo available with Tiptronic S.* ***996 – 2000 to 2001:*** *2001MY – GT2 returns with 462hp, rear-wheel drive, Porsche Ceramic Composite Brakes and no PSM! Breaks production car lap record at the Nordschleife (7min 46sec).*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Carrera 2/4	1455/1500	1320/1430	3387	300	258	5.2	174
GT3	1475/1495	1350	3600	360	273	4.8	188
Turbo	1465/1522	1549	3600	416	413	4.2	190
GT2	1485/1520	1440	3600	462	457	4.1	197

New 996 – 2001 to date: *2002MY – **Significant developments:** Second-generation 996 introduced. Engine capacity grows to 3.6-litres, power increase to 316hp. Turbo's trip computer standard across range, as are*

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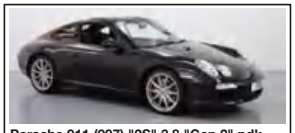
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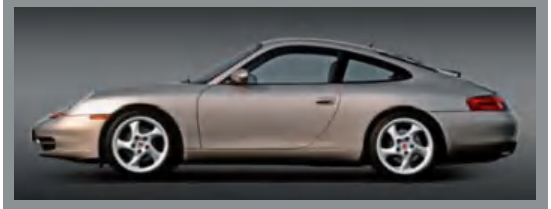


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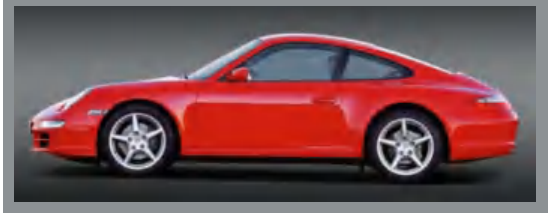
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996: 1997 – 2005

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted six-cylinder water-cooled 'boxer' engine. A water-cooled engine in a 911! Whatever next? Once the purists had calmed down, beneath the 996's slightly frumpy looks is one of the greatest cars of our time.

Carrera 2 is all you ever actually need, but the four-wheel drive Carrera 4 and Carrera 4S are unstoppable. The latter, with its Turbo sourced brakes, suspension and bodywork is possibly the best value 911 Porsche has ever built. The 416hp, four-wheel drive Turbo is a contender for the greatest supercar ever built, and swept aside all in its way during its time on the price list. The 462hp GT2 was deemed a tad excessive for most on the road, and didn't enjoy the kudos of its predecessor, nor that of the 911 GT3. This stripped-out 911 was as close to a 911 RS you could get without actually calling it such. One of the most rewarding 911s when it was new, it's still a favourite amongst the purists but subsequent evolutions are better still. GT3 RS was further honed for the track, compromised for the road. The Targa featured the now traditional opening rear glass hatch, while the Cabriolet was perfectly at home in Miami.



997: 2004 – 2012

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted 3.6- and 3.8-litre six-cylinder, water-cooled 'boxer' engine. Evolution not revolution, second-generation water-cooled 911 has a hint of 993 look about it. A 321hp Carrera or 355hp Carrera S. PASM as standard on Carrera S. Interior quality improved over 996. Turbo and GT3 models even better than their predecessors, the Turbo model introduces Variable Turbine Geometry and Porsche Traction Managment, the GT3 gets traction control. At 530hp and 204mph, the 997 GT2 is the most powerful and fastest 911 to date.

With the introduction of the Gen 2 997 Porsche offers its greenest car to-date. The heavily revised DFI flat-six now has no intermediate shaft, so should prove more reliable. PDK system is a revelation. Model expansion is greater than with any other 911; Porsche offers a Carrera, Targa, Turbo and GT models Porsche plus four special models, too: the GT2 RS, GT3 RS 4.0, Sport Classic and Speedster.

Of the 22 models only four aren't available with PDK (Sport Classic, GT3, GT3 RS, and GT2 RS and GT3 RS RS 4.0-litre), two models are only available with the seven-speed double-clutch unit (Turbo S and Speedster). Only five models are offered with a narrow body (Carrera and Carrera S – coupé and cabriolets – and the GT3) with the rest of the range all using the wider body first introduced with the four-wheel drive models. Twelve Coupés, seven Cabriolets, two Targas and a Speedster body are available. Three different size of brakes are fitted, one of which is made from ceramic composite material, two suspension systems are available (passive and active – PASM), with five different front and rear track widths also used. Four different engines are offered. Final GTS model is the pick of the bunch.

Turbo headlights. Cup holders fitted for first time. New Carrera 4S introduced with Turbo brakes, suspension and wide-body. 996 Targa model launched with retractable sliding glass roof. ***996 2003 to 2004:*** *2003MY –* ***Significant developments:*** *GT3 returns with 381hp while the GT3 RS has the same power but weighs 20 kilos less thanks to carbon fibre body panels and a plastic rear window. Turbo and Carrera 4S launched as a Cabriolet models, GT2 gets power hike to 483hp. 0-62mph time drops to 4.0 seconds, top speed climbs to 198mph.* ***996 – 2005:*** *2005MY –* ***Significant developments:*** *The 911 Turbo S makes a return and signals the beginning of the end for the 996. 450hp and PCCB come as standard.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1465/1500	1345/1405	3596	316	273	5.0	178
Targa	1465/1500	1415	3596	316	273	5.2	177
Carrera 4S	1472/1528	1470	3596	316	273	5.1	173
Turbo	1472/1528	1540	3600	414	413	4.2	190
Turbo S	1472/1528	1549	3600	450	457	4.1	190
GT3	1485/1495	1380	3600	381	284	4.5	191
GT3 RS	1485/1495	1360	3600	381	284	4.4	190
GT2	1495/1520	1420	3600	483	457	4.0	198

997 (2004 – 2008)

2004: *2005 Model Year – Wheelbase (mm): 2350; Length/Width (mm): 4427/1808; Height (mm) 1310/1300 (Carrera/Carrera S) –* ***Significant developments:*** *3.6-litre 321hp, and 3.8-litre 355hp, water-cooled flat-six engines for Carrera and Carrera S respectively. New six-speed manual gearbox standard on both models, Porsche Active Suspension Management (PASM) standard on Carrera S – lowers car by 10mm, cost-option on Carrera. 19-inch alloy wheels standard for Carrera S.* ***2005:*** *2005MY – Carrera 4 and Carrera 4S launched. Engines as Carrera and Carrera S respectively, rear body widened by 44mm, PSM now equipped with 'pre-filling' brake system to quicken responses.* ***2006:*** *911 Turbo and GT3 launched. The former features Variable Turbine Geometry, Porsche Traction Management and 480hp. The third-generation GT3 is the best all-rounder yet. PASM fitted as standard, as is a 415hp 3.6-litre flat-six engine and traction control. 911 Targa 4 and 4S launched based on the wider Carrera 4/4S shell and feature the full length glass sliding roof. GT3 RS launched. Same power as a GT3 but 20 kilos lighter and unique aero pack.* ***2007****: 997 Turbo Cabriolet launched, followed by the new 911 GT2 with 530hp, rear-wheel drive, traction and stability control, and launch control. 204mph claimed maximum.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-60	TOP SPEED (mph)
Carrera	1486/1529	1395	3596	321	273	5.0	177
Carrera S (Pkit)	1486/1511	1420	3824	355	295	4.4 (4.4)	182
Carrera 4	1488/1548	1450	3596	321	273	5.1	174
Carrera 4S (Pkit)	1488/1548	1475	3824	355	295	4.8 (4.7)	179
Targa 4	1488/1548	1510	3596	321	273	5.3	174
Targa 4S	1488/1548	1535	3824	355	295	4.9	179
GT3	1486/1511	1395	3600	415	298	4.3	192
Turbo	1490/1548	1585	3600	480	457-501	3.6	192
GT3 RS	1497/1558	1375	3600	415	298	4.2	192
GT2	1515/1550	1440	3600	530	501	3.7	204

997 Gen-2 (2008 – 2012)

2008: *2008MY – Wheelbase (mm): 2350; Length/Width (mm): 4435/1808; Height (mm) 1310/1300 (Carrera/Carrera S) –* ***Significant developments:*** *All new 3.6-litre 345hp and 3.8-litre 385hp, water-cooled flat-six engines for Carrera and Carrera S now fitted with Direct Fuel Injection. Six-speed manual gearbox standard on both models and new seven-speed PDK available as option. PASM standard on Carrera S, cost-option on Carrera. 19-inch alloy wheels standard fitment for Carrera S. Minor styling changes to lights and bumpers. New PCM3, Bluetooth and steering wheels. Carrera 4 and 4S model get reflective light strip across tail and identical updates to two-wheel drive models. Cabriolet models of all variants go on sale with Coupés. PDK-equipped cars two-tenths quicker to 60mph, but 1mph slower on top speed.* ***2009:*** *2010 MY – Eagerly awaited Gen-2 997 GT3 is launched with larger capacity 3.8-litre, normally aspirated flat-six. New 911 Turbo quickly follows with all-new 3.8-litre, DFI, twin VTG turbocharged engine, it's the first all-new engine for the 911 Turbo in 35 years. PDK replaces Tiptronic and Porsche offers optional steering wheel mounted paddle-shift controls for the first time. Limited run of 250 Sport Classic models mix Carrera 4 wide-body looks with rear-wheel drive and a 408hp 3.8-litre Powerkit engine. Built by Porsche Exclusive it also features a double-domed roof, ducktail rear spoiler and the return of Porsche's famous Fuchs wheels and PCCB as standard. A bespoke leather interior is also fitted. 911 GT3 RS is announced alongside Sport Classic at Frankfurt. New RS comes with a wider front track, a new aero-pack that doubles downforce, a more powerful version of the Mezger 3.8 litre flat-six and a 25kg drop in kerb weight over a regular GT3. Air-con, PCM and leather are all options.* ***2010:*** *2010MY – 530hp Turbo S available as coupé or cabriolet. PDK with paddle-shift, PCCB, dynamic engine mounts, Sport Chrono and Torque Vectoring are standard. Interior features a dual tone leather trim and adaptive sport seats. The 620hp 911 GT2 RS is the most powerful production Porsche ever. Based on the GT3 RS it features further aero tweaks and recalibrated PASM, Traction and Stability systems. 3.6-litre engine is the final swan song for the Mezger flat-six, and is fitted with a single-mass flywheel and a revised charge air intercooler. It's the first Porsche to feature different N-rated tyres on the front and rear axles. Carbon-fibre bonnet – and front wings if you wish – help shed kilos as does plastic rear and rear quarter windows. Only 500 built, and all sold within three-months. To mark its 25th Anniversary Porsche Exclusive builds 356 911 Speedsters. As with the Sport Classic it features the Carrera 4 body with rear-wheel drive running gear and the 408hp Powerkit 3.8-litre motor. PDK-only transmission, PCCB standard and Pure blue paint or white the only colours. Windscreen 72mm lower than standard and roof is a manual-electric mix that hides under a traditional Speedster double bubble engine cover. First Porsche Speedster for 16 years. The final 997 series 911 could possibly be the best. Carrera GTS is available as either coupé of cabriolet and again mixes the Carrera 4 body with rear-drive; 408hp 3.8-litre Powerkit engine does all the work. Six-speed manual or seven-speed PDK both available, PCCB optional. 19-inch RS Spyder design wheels standard, GTs also*



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991 (GEN 1): 2012 – 2015

Two-door Coupé and Cabriolet, water-cooled and direct fuel injected flat-six, rear-engined, rear- and four-wheel drive. Seven-speed manual and PDK gearbox. New, longer wheelbase, new body and design and new interior. The seventh generation of the iconic 911 was as big a step-change from the 997 as the 993 was to the water-cooled 996. The carry-over parts were very few, the changes made were like nothing seen in the last 17 years.

The 911 has always innovated and the 991 was no different. There is the new seven-speed manual gearbox, a world first, dynamic chassis control (a first for the 911) and new, electronic power-steering. The latter causing some to declare the 911 as we know it to have passed away. We wouldn't go that far, although the effect it has on the car's character makes the 991 a very different 911 to all that have been before.

The more powerful, 400hp 3.8-litre has an epic performance reach. For the first time we'd also consider PDK over the manual gearbox, the latter not as slick nor as precise as its predecessor. Although PDK only makes sense with the optional paddleshift controls.

If you opt for either the GT3 or Turbo models PDK is your only option. Porsche claims the double-clutch is not only quicker and more efficient, but it's what the customer wants. The problem many have is that the 911 was the last bastion of the truly wonderful manual gearbox, and now it's gone from the likes of the GT3 and the Turbo it feels like a chapter has closed when we were still left wanting for more.

Advent of GTS models creates a fast road 911 with all the comforts, but in 2015 it's the GT3 RS that blows everyone away. It's one of Prenunger's finest and one of the most track-focused 911s ever created.



991 (GEN 2): 2015 –

The wait is over, the 911 Carrera finally goes turbocharged in the wake of increasingly strict emmisions regulations. It's the biggest step change for the 911 since the shift from air- to water-cooled engines. The facelift is typically subtle; new bumpers, headlights, rear lamp clusters and vertical slats on the deck lid being the real tell-tale giveaways, there are also revised exhaust tailpipes and a new alloy wheel design.

Initially the second-generation 991 is presented in four variants: Carrera Coupé and Coupé S, Cabriolet and Cabriolet S; all run a new 2981cc engine with two small BorgWarner turbochargers. PDK or manual gearboxes are offered. The Carrera versions offer 370hp, the Powerkitted S models, 420hp, the Carrera S is the first sub four-second to 60mph 911 Carrera ever, doing it in 3.9-seconds.

Inside the 911 falls in line with its siblings with a 918-inspired steering wheel. A new driving mode switch allows the driver to adjust the car's performance, a new Sports Response Button (SRB) shifts the car into a heightened state of readiness for overtaking. Rear axle steering from Turbo and GT3's Nose Lift are Carrera options for the first time. New comfort and convenience features are added inside, too.

feature SportDesign front bumper and deeper sills. Inside is a mix of leather and Alcantara with a new SportDesign wheel also standard. Rear-seats optional. ***2011:*** *A 500hp, normally aspirated 4.0-litre flat-six engine, crank lifted straight from a GT3 R. The 4.0RS is extreme. It weighs 1360kg and has aero dynamic add-ons designed for the Nürburgring. It cherry picks the best bits from every 997 before it to produce the ultimate 997* ***2012:*** *Porsche has time for one last 997 swansong: the Carrera 4GTS. A four-wheel drive version of the Carrera GTS.*

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62* 6sp/7sp	TOP SPEED (mph)
Carrera	1486/1530	1415	3614	345	285	5.1*/4.2	179
Carrera S	1486/1516	1425	3800	385	310	4.3*/4.1	187
Carrera 4	1488/1548	1470	3614	345	285	5.0*	177
Carrera 4S	1488/1548	1480	3800	385	310	4.7*	184
Carrera GTS	1488/1548	1420	3800	408	310	4.6/4.2	190/189
Carrera 4GTS	1488/1548	1480	3800	408	310	4.6	188
Targa 4	1488/1548	1530	3614	345	285	5.2*	176
Targa 4S	1488/1548	1540	3800	385	310	4.9*	184
GT3	1497/1524	1395	3797	435	317	4.0*	194
GT3 RS	1509/1554	1370	3797	450	317	3.8*	193
GT3 RS4.0	1509/1554	1360	3996	500	339	3.9	193
Turbo	1490/1548	1570	3800	500	479	3.6* (3.2**)	194
Turbo S	1490/1548	1585	3800	530	516	2.9**	195
GT2 RS	1509/1558	1370	3600	620	516	3.5	205
Sport Classic	1492/1550	1425	3800	408	310	4.6	187
Speedster	1492/1550	1540	3800	408	310	4.4	190

** 0-60mph: cars fitted with six-speed manual gearbox; ** cars fitted with Sports Chrono Plus and PDK*

991 (2012 – 2015)

2012: *2012 Model Year – Wheelbase (mm): 2450; Length/Width (mm): 4491/1808; Height (mm) 1303/1295 (Carrera/Carrera S) –* ***Significant developments:*** *All new 911s featuring a longer wheelbase, lighter body and more technology than ever. DFI engines carried over from 997, so too is the seven-speed PDK . However, a new seven-speed manual gearbox – based on the PDK – was introduced to replace the six-speed manual. Option of PDCC on a 911 for the first time, dynamic engine mounts and Torque Vectoring. Electric power steering replaced the previous car's hydraulic setup; not one of Porsche's most popular decisions. There was also a new look both inside and out, the new interior regaining the air of quality that some felt had been lacking in more recent 911s. Carrera coupé and cabriolet models were fitted with a 355hp, 3.4-litre engine, Carrera S models with a 400hp 3.8-litre motor.* ***2013:*** *The Carrera 4 and 4S Coupé and Cabriolet (width: 1852mm) joined the line-up at the end of 2012 as 2013 model year cars. Available with the same engine and gearboxes as the Carrera models, four-wheel drive variants equipped with a multi-plate, electronically-controlled version of Porsche Traction Management. Rear was 44mm wider than the two-wheel drive derivatives. At Geneva Porsche revealed the new 911 GT3. Out went the Mezger 3.6-litre engine and in came a 475hp, 3.8-litre DFI based loosely on the Carrera S's motor. No manual gearbox were offered, instead only a heavily revised PDK unit. Active rear-wheel steering, electric power steering and, for the first time, the GT3's shell was taken from the wider C4. Soon after came the new 911 Turbo. Available as either a 520hp Turbo or 560hp Turbo S, both fitted with a PDK gearbox only. Active rear-wheel steering, torque vectoring, PDDC, dynamic engine mounts all available and, for the first time, the 911 Turbo features active aerodynamics for both the front and rear spoilers. The 911 Turbo's body is also 28mm wider than the Carrera 4 at 1880mm.* ***2014:*** *Targa model becomes available with highly effective roof system, only available with all-drive layout, specs are similar to Carrera 4 and 4S, added weight for metal roof system the only real difference. GTS models launched: GTS and 4 GTS variants are later followed by Targa GTS, all retain the same 3800cc DFI engine, yet Powerkitted engine provides 430hp, available in two- or all-wheel drive, manual of PDK, Coupé or Cabriolet, shell sourced from wider Carrera 4 regardless of which you buy, bespoke dampers feature, sports exhaust and PASM standard, revised seven-speed manual 'box, black 20" centre lock wheels, GT3 door mirrors a 'comfy' GT3 – it's an instant classic* ***2015:*** *GT3 RS – A new 4.0-litre version of Porsche's DFI engine producing 500hp, 460Nm torque (around 339lb ft), 0-62 in 3.3 seconds and a top speed of 192mph. A body constructed from aluminium, carbon fibre and magnesium weighing 10kg less than the GT3 (at 1420kg). A staggeringly quick Nordschleife lap time of 7min, 20secs – faster than a Carrera GT. And a devastatingly aggressive aero-led aesthetic. GT3 RS is one of Preuninger's finest. Only available with PDK, the GT3 RS boasts double the downforce of the GT3 with less than a third of its drag-co-efficient. This is unheard of. A new Michelin rubber compound adorns the 9.5x20-inch front wheels and 12.5x21-inch rears providing 20% increased stickiness, with increased spring rates (up 10% over GT3) and a 50-milimetre wider rear axle, the changes between GT3 and GT3 RS are vast. A 'paddle neutral' facility and a 'pit speed' button aid track use. PTV with rear limited-slip differential, PASM active dampers and PSM feature. A Club Sport Package and seats straight from the 918 Spyder have been added inside – Sport Chrono is optional.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2012	1380	3436	350	287	4.8	179
Carrera 4	2012	1430	3436	350	287	4.9	175
Targa 4	2014	1540	3436	350	287	5.2	173
Carrera S	2012	1395	3800	400	325	4.5	188
Targa 4S	2014	1515	3800	400	325	4.7	183
Carrera 4S	2012	1445	3800	400	325	4.5	185
Carrera GTS	2014	1495	3800	430	325	4.6	188
Carrera 4 GTS	2014	1515	3800	430	325	4.7	183
GT3	2014	1430	3799	475	325	3.5	196
GT3 RS	2015	1420	3996	500	339	3.3	192
Turbo	2014	1595	3800	520	486	3.4	195
Turbo S	2014	1605	3800	550	516	3.1	197

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912: 1965 – 1969; 1975

Two-door Coupé and Targa, rear-engined four-cylinder air-cooled 'boxer' engine. 'The poor man's Porsche' was actually quite expensive, not that this stopped it from building a strong following, especially in the States.

Sharing the 911's body, the 912 was fitted with a 2.0-litre, four-cylinder engine and came with a spartan interior that saw many of the 911's luxuries ditched. Developed on a yearly basis, the 912 closely followed the 911 in terms of new technology and very soon outsold its more expensive brother, with over 30,000 delivered during its first production run. Re-introduce in 1975, a further 2000 examples were built including a Targa Variant.



914: 1970 – 1976

Two-door Coupé with mid-mounted four- and six-cylinder air-cooled 'boxer' engines. Built by Karmann, Porsche's original mid-engined roadster was praised for its unrivalled dynamics, although its boxy looks and awkward gearbox were often criticised. The four-cylinder engines were sourced from VW, and the later six-cylinder Porsche units offered significant performance advantages – and even more of a challenge for the 'entertaining' dynamics. Sales were poor throughout the model's six-year lifespan.



924: 1977 – 1988

Two-door, two+two Coupé, front-engined, four-cylinder water-cooled engine, rear-wheel drive, five-speed gearbox. The 924 was Porsche's first front-engined sports car and production car fitted with a water-cooled engine. Originally conceived, designed and developed for Volkswagen, it was eventually launched as a Porsche, albeit still powered by a VW/Audi sourced engine. Performance wasn't earth-shattering, but its transaxle configuration provided the balance and handling worthy of the badge.

Continual development saw the 924 improve in the performance stakes, especially so when it received the 2.5-litre engine from the 944. Peak performance, however, came with the Turbo models, which delivered the much needed performance gain, ultimately reaching its peak with the Carrera GT, a homologation requirement in order for Porsche to race the car at Le Mans. A handful of more extreme, lighter Carrera GTS models were also built.

Sadly for the 924, with every evolution came a price increase and the coupé quickly went from the affordable entry level Porsche it set out to be, to becoming an expensive, out-dated car.

991 Gen-2 (2015 –)

2015: *2016MY – Wheelbase (mm): 2450; Length/Width (mm): 4499/1808; Height (mm) 1303/1297 (Carrera, Carrera S/Carrera Cabriolet, Carrera Cabriolet S) –* ***Significant developments:*** *All-new 2981cc turbocharged DFI engine with two small BorgWarner turbochargers, seven-speed PDK or seven-speed manual gearboxes offered, the Carrera versions provide 370hp, Powerkitted S models 420hp, Carrera S the first sub four-second 911 Carrera to 60mph at 3.9-seconds (PDK with Sport Chrono), driveability is the big question, torque 332lb ft and 369lb ft respectively, new driving 'Mode' switch provides different driving dynamics, new Sports Response Button shifts the car into a heightened state of readiness for overtaking, for the first time on a Carrera rear axle steering from Turbo is an option, GT3's Nose Lift also available, face-lifted styling is subtle: new bumpers, lights and vertical slats on the deck lid are the real giveaways. There are also revised exhaust tailpipes and a new alloy wheel design – rear wheels now measure 11.5"-wide, overall weight increases, partly due to heavier turbocharged engine, Carrera now weighs 1430kg.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2015	1430	2981	370	332	4.2	183
Carrera S	2015	1440	2981	420	369	3.9	191

912 (1965 – 1969; 1975)

912 – *Wheelbase (mm): 2211 (1969 – 2268 , 1976 – 2272) Length/Width (mm): 4163 (1976 – 4293)/1610.* ***Significant developments:*** *356C four-cylinder engine, four- or five-speed gearbox, disc brakes, MacPherson front and semi-trailing rear suspension, low-spec interior.* ***1969:*** *Larger wheelbase and 911 body introduced before production ends for six years.* ***1975****: Re-introduced using the 914's VW 2.0-litre. Heavier than its predecessor, five-speed gearbox fitted as standard.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
912	1965 to '69	950	1582	90	86	11.6	115
912E	1975	1132	1971	90	98	13.0	110

914 (1970 – 1976)

914 – *Wheelbase (mm): 2459 – Length/Width (mm): 4050/1650* ***Significant developments:*** *1.7-litre VW four-cylinder and de-tuned 911T 2.0-litre six-cylinder engines offered, MacPherson front and rear trailing link suspension, disc brakes all-round, five-speed gearbox and low-spec interior.* ***1972*** *– 914-6 dropped due to poor sales.* ***1973*** *– 2.0-litre engine becomes an option.* ***1974*** *– Bore increase raises displacement to 1795cc.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
914 1.7	1970 to '73	970	1679	76	96	13	108
914 1.8	1974 to '76	970	1795	72	99	12	110
914 2.0	1973 to '76	970	1971	95	105	10.5	115
914/6	1970 to '72	940	1991	110	115	8.2	119

924 (1977 – 1988)

924 *Wheelbase (mm): 2400; Length/Width (mm): 4213/1676; Track front/rear (mm) 1418/1372*; ***Significant developments:*** *Four-cylinder engine, four-speed transaxle gearbox, front MacPherson struts and rear semi-trailing arm suspension, four-stud 5.5x14-inch steel wheels and floating callipers. VW/Audi three-speed auto assembly but with ratios specific to the 924;* ***1977:*** *Getrag five-speed dog-leg gearbox optional. Rubbing strips added. Martini 924 SE launched;* ***1978:*** *Bodyshell now hot-dipped zinc-coated. Oval tailpipe introduced;* ***1979:*** *Separate air blowers improve ventilation;* ***1980:*** *Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. Le Mans SE model offered;* ***1981:*** *Carrera GT introduced. Kurzhals fuel pump introduced. 50th Jubilee SE model offered;* ***1982:*** *Carrera GTS introduced. Limited-slip diff an option. Torque converter uprated on auto 'box. Ventilation system upgraded. 911 three-spoke steering wheel now standard;* ***1983:*** *Turbo's spoiler becomes standard. Front anti-roll bar uprated to 21mm;* ***1984:*** *924 gets 944 tilt-slide roof mechanism;* ***1985:*** *924 replaced by 924S;* ***1986:*** *924S arrives in UK. 2.5-litre engine shared with 944 (as are gearbox, brakes and suspension) but de-tuned;* ***1987:*** *Rear axle strengthened;* ***1988:*** *924 gets 944 engines. Power steering standard. Le Mans SE launched.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
924	1976 to '78	1080	1984	125	122	9.9	125
924	1979 to '85	1130	1984	125	122	9.9	125
924 Turbo	1979 to '81	1180	1984	170	181	7.8	140
924 Turbo	1982 to '84	1180	1984	177	185	7.7	140
Carrera GT	1981	1180	1984	210	203	6.9	150
Carrera GTS	1982	1121	1984	245	247	6.2	155
924S	1986 to '87	1190	2479	150	144	8.5	134
924S	1988	1195	2479	160	158	8.2	137

928 (1978 – 1995)

928 *Wheelbase (mm): 2500; Length/Width (mm): 4524/1835; Track front/rear (mm): 1551mm –1552/1530 –1529mm.* ***Significant developments:*** ***1978:*** *90° V8, five-speed, rear-wheel drive, independent A arms at front, trailing arms at rear, discs all-round, automatic available, luxury interior* ***1983:*** *Regular 928 and 'S' models replaced with by 928 S2 model;* ***1987:*** *S4 introduced with 5.0-litre V8 and 316hp;* ***1989:*** *928GT loses 44 kilos and gains 14hp. 0-60mph drops below 6.0 seconds;* ***1993:*** *Final 928 GTS sees V8's capacity grow to 5.4-litres and 350hp.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
928	1978 to '82	1490	4474	240	268	7.5*	142
928 S	1980 to '82	1530	4664	300	284	6.8	146
928 S2	1983 to '86	1589	4664	310	295	6.5*	155



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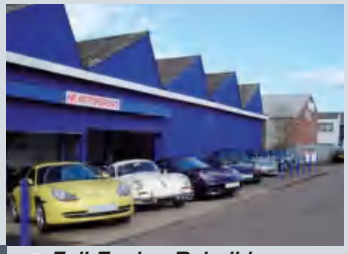
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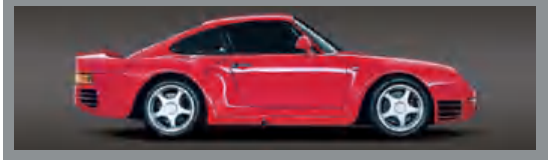
928: 1978 – 1995

Two-door, two+two Coupé, front-engined, water-cooled V8. Built to succeed the 911, 928 went head-to-head with Jaguar's XJS and Mercedes' SL. V8 engine offered stonking performance and grew to a mighty 5.4-litres and a heady 360hp before stepping aside to allow the 911 to continue its success story. Auto 'box most popular choice, although a manual is the one to go for, and both choices offer intergalactic cruising ability. Dynamically as sharp as any Porsche, the 928's popularity is not without foundation.



944: 1983 – 1991

Two-door, two+two Coupé and Convertible, front-engined, water-cooled. NA and turbocharged. The 944 was an unprecedented success, breaking all sales records and keeping Porsche afloat during the 1980s. The 924's body and turbo suspension formed the basis, but the 944 felt better. Turbo models offer good combination of performance and ability, although the last of the line 16-valve S2 models are probably the better option. If your budget doesn't stretch that far a good 2.7 will do. Cabriolet had sleek looks with Coupé's performance, though loss of rigidity takes shine off the driving experience. Considered to be the perfect introduction to Porsche ownership.



959: 1988

Two-door, two+two Coupé, flat-six, twin-turbocharged water/air-cooled flat-six. 197mph, 4WD, supercar. Based (lightly) around the 911, the 959 was Porsche's homologation special for Group B rallying. A technical *tour de force* for its time, the 959 boasted all-wheel drive with active torque split-drive, selectable traction settings (dry, wet and snow conditions), electronically-adjustable ride height and damper control, water-cooled cylinder heads and multi-stage turbocharging, and a 911 evolved composite body providing 'zero-lift'. All 283 959s built cost Porsche more than double the price the customer was as asked to pay.



968: 1992 – 1995

Two-door, two+two Coupé and Cabriolet, front-engined, water-cooled. Porsche's last attempt at a front-engined Coupé resulted in its best effort to date. What the 944 derived 3.0-litre four-cylinder engine lacked in character, its chassis – especially in Club Sport spec – soon made up for. Regular car not as sharp as bare-to-the-bone Club Sport or semi-stripped Sport, but all offer one of the best front-engined/rear-drive experiences. Convertible lacks dynamics and looks a little frumpy, while limited edition Turbo S offer 911 levels of performance. Comparatively cheap to buy and run, 968 is one the safest Porsche ownership experiences.

928 S4	1987 to '92	1600	4957	316	317	6.0	165
928 GT	1989 to '91	1566	4957	330	317	5.6	165
928 GTS	1992 to '95	1600	5397	350	362	5.2	169

944 (1983 – 1991)

944 *Wheelbase (mm): 2400, Length/Width (mm): 4213/1735. Track front/rear (mm): 1472/1451;* ***Significant developments:*** *Body based on the 924 Turbo, as was suspension, but used 2497cc engine. Brakes from the 924 Carrera GT;* ***1985:*** *New dash, power steering becomes standard. RHD models have left parking wipers. Transmission casing revised. Cast alloy lower wishbones and semi-trailing rear arms standard;* ***1986:*** *Turbo launched with 2.5-litre engine, gas-filled shocks, anti-roll bars and four-pot brakes. Power steering standard, redesigned interior;* ***1987:*** *LSD revised, ABS, driver and passenger airbags optional. 944 S 16-valve used gearbox and driveshafts from Turbo;* ***1988:*** *Turbo SE offered with uprated engine, 7- and 9x16-inch alloys. 944's engine capacity increased to 2.7-litres with larger bore, new block. Celebration SE offered;* ***1989:*** *944 gets ABS as standard, discontinued at end of model year. Turbo gets Turbo S engine and new rear spoiler. S2 production begins in Jan 1989, Cab in July;* ***1990:*** *S2 Cabrio launched (70kg heavier than Coupé);* ***1991:*** *Turbo Cab launched, airbags standard on European Turbo models.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
944	1982 to '87	1180	2497	163	151	8.4	131
944	1988 to '89	1260	2681	165	166	8.4	136
944 S	1987 to '88	1280	2497	190	170	7.9	142
944 S2	1989 to '91	1310	2990	211	207	6.9	149
944 Turbo	1985 to '88	1350	2497	220	243	6.3	152
944 Turbo	1989 to '91	1350	2497	250	258	5.9	162
944 Turbo S	1988	1350	2497	250	258	5.7	162

959 (1988)

959 – *Wheelbase (mm): 2272 – Length/Width (mm): 4260/1840 –* ***Significant developments:*** *Air-cooled six-cylinder engine, liquid-cooled heads, four-valves per cylinder, twin turbocharged. All-wheel drive, six-speed gearbox, active split-driver, double wishbone suspension front and rear with adjustable ride height. Aluminium and composite body panels, four shocks per 17-inch wheel, 322 and 308mm discs front/rear. Adjustable ride height and dampers.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
959	1988	1451	2847	450	370	3.7	197

968 (1992 – 1995)

968 – *Wheelbase (mm): 2400, Length/Width (mm): 4320/1735, Track front/rear (mm): 1477/1451 (1457/1445 with 17" wheels)–* ***Significant developments:*** *3.0-litre four-cylinder S2-derived engine, S2 suspension, four-pot fixed callipers, ABS and 7- and 8x16-inch alloys;* ***1993:*** *Lower spec and stripped down Club Sport launched with 7.5x17-inch alloys (front) and 9x17-inch (rear), no driver's airbag and all 'unnecessary' equipment (electric windows, sunroof etc) removed. Turbo S launched with 8-valve Turbo head and 305hp. Similar spec to CS;* ***1994:*** *968 Sport introduced with same chassis tweaks as Club Sport but with a number of creature comforts (and weight) reinstated. Standard 968 dropped from line-up, Sport and Club Sport continue for a further 12 months.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
968	1992 –1994	1370	2990	240	225	6.5	156
968 Sport	1994 –1995	1400	2990	240	225	6.5	156
968 Club Sport	1993 –1995	1320	2990	240	225	6.3	160
968 Turbo S	1993 –1994	1300	2990	305	369	5.0	175

Boxster 986 (1997 – 2004); 987 (2005 – 2009; 2009 – 2013); 981 (2013 –2015)

BOXSTER – *Wheelbase (mm): 2400, Length/Width (mm): 4133/1740 Track front/rear (mm): 1465/1528 ('96-'03), 1455/1514 (03-04) –* ***Significant developments:*** *Introduced in 1997 with 2.5 'boxer' engine, five-speed manual transmission, four-pot callipers front and rear, ABS, dual and side airbags;* ***1999:*** *Boxster S launched with 3.2-litre version of boxer engine and six-speed gearbox. White dials, titanium-trimmed windows and twin-centre exit exhaust pipes and larger 17-inch alloy wheels only exterior change to distinguish 'S' from standard model. Entry-level Boxster's engine capacity raised from 2.5- to 2.7-litres. resulting in healthy power hike to 220hp. Both models available with five-speed Tiptronic gearbox;* ***2003:*** *Boxster's first face-lift. Both 2.7 and 3.2S models gain extra 8hp, raising power to 228hp and 252 respectively. S's torque also up by 3lb ft. Front and rear bumpers are new, and the air intakes are improved for both aerodynamics and cooling. New retractable rear spoiler also fitted. Clear indicators, upgraded interiors (cup holders), sportier exhaust note and lighter alloy wheels help differentiate the new from the old.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.5	1997 to '99	1260	2480	205	180	7.0	155
Boxster 2.7	1999 to '02	1260	2687	220	192	6.6	156
Boxster S	1999 to '02	1295	3197	252	225	5.9	161
Boxster 2.7	2003 to '04	1275	2687	228	192	6.4	157
Boxster S	2003 to '04	1295	3179	260	228	5.7	164

BOXSTER 987 (2005MY –) *Wheelbase (mm): 2415, Length/Width (mm): 4315/1780. Track front/rear (mm): 1490/1534 (2.7), 1486/1528 (3.2S) –* ***Significant developments: 2005:*** *2.7 and S launched with subtly revamped exterior and new interior. 2.7 gains 12hp over old model, while 3.2-litre ups power by 20hp. Torque is also increased in both cars. PCCB, PASM and Sport Chrono pack are optional extras, variable ratio steering rack standard;* ***2006:*** *2007 Model Year – VarioCam Plus engines from the Cayman and Cayman S*

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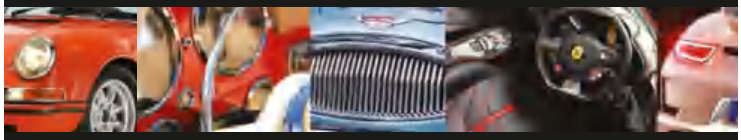
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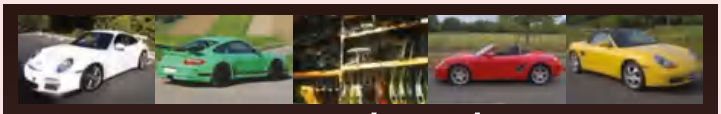
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BOXSTER (986): 1997 – 2004; BOXSTER (987): 2005 – 2012

Two-door, mid-engined, six-cylinder convertible. The saviour of Porsche after the recession-hit '90s, the Boxster offered true entry-level Porsche ownership. 911-esque looks drew criticism from press (and 911 owners!), but sublime chassis and instant responses more than made up for this. Early straight-line performance worries of original cars now totally forgotten thanks to 2.7 and 3.2 S engines. Boxster S is now serious contender for the only Porsche you'll ever need. Superb chassis dynamics provides Boxster with serious point-to-point ability and rewards are purer for some than current 911s. Image not the strongest, but crucially Boxster stimulates all the right senses and is a real mini-911 with down-to-earth running costs.

Eight years after the first car's launch a heavily revised Boxster arrived. Both the 2.7 and 3.2 S feature slightly improved straight-line performance and a new exterior, but the real step forward is in cabin quality, which now mimics the 997's for layout and quality.

With the old Boxster still at the top of the roadster pack, Porsche needed to do little to the driving dynamics to keep the new model fresh. However, like it did with the 997, Porsche has achieved the impossible and made an almost perfect car even greater. S receives Cayman S's 3.4 engine, 2.7 gets 5hp boost.

2010 saw the introduction of the lightest Porsche road car: the Boxster Spyder. Weighing 80kg less than the Boxster S on which it is based it's been on a extreme diet. The electronic hood is replaced by a canvas rain cover saving 21kg. The doors and front luggage lid are aluminium and the interior has been comprehensively stripped with no radio, air-con, cup holders, door pulls and door bins. Even the wheels are lighter. The Boxster was already a dynamic masterpiece, but the Spyder takes things to the next level. Replacing the original Boxster was never going to be an easy task, but in the 981 it appears Porsche managed to do just that.



BOXSTER 981: 2012 –

Two-door, two-seat, mid-engined roadster. 2.7 or 3.4-litre water-cooled flat-six, rear-wheel drive, six-speed manual gearbox fitted as standard, seven–speed PDK double-clutch gearbox available as an option. How do you improve on perfection? In the Boxster's case we're not sure how but we're sure glad they had a go. What, on paper at least, looks like a collection of individual improvements and upgrades amount to a finished product that is one of Porsche's very best road cars.

The Boxster has always been inherently right and in the 981 Porsche improved on its mid-engined dynamics further still allowing you to maximise the performance on offer from either of its flat-six engines. That it also looks more honed and aggressive, has a far greater quality interior and now comes equipped as standard with those little bits of kit that should have always been so, makes for one of the best sports car packages you can buy.

The 2.7 needs enthusiasm to extract the most from it and if it was our money we'd go for a 3.4S straight-out-the-box with only a slippy diff the essential extra to take full advantage of the car's sublime chassis.

replace existing engines; power up to 245hp and 295hp respectively, revised Tiptronic S software; ***2009:*** *2009 Model Year – All-new flat-six engines: 255hp 2.9-litre is new entry model, 310hp 3.4-litre motor with direct-fuel injection for the S. Six-speed manual gearbox standard, seven-speed PDK optional. Limited-slip differential, touchscreen sat-nav and Bluetooth phone are all optional extras. Both models get new front and rear bumpers.* ***2010:*** *The lightest production Porsche money can buy goes on-sale in the form of the Boxster Spyder. Electric folding roof is replaced with a Lotus Elise style canvas rag, there's a new engine cover, aluminium doors and front luggage compartment lid and the radio, sat-nav and air-con have all been ditched. The standard seats are hip hugging sport bucket items and the doorcards and door pulls are inspired by the 911 GT3 RS. There is even a set of lighter alloy wheels and the ECU map from the Cayman S to extract a further 10hp from the 3.4-litre motor. Six-speed manual is standard, PDK optional with Sport Chrono Plus and Launch Control Porsche claim a 4.8-second 0-62mph time.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Boxster 2.7	2005 to '07	1295	2687	240	200	6.2	160
Boxster 3.2S	2005 to '07	1345	3179	280	237	5.5	168
Boxster 2.7	2007 to '09	1295	2687	245	201	6.1	160
Boxster 3.4S	2007 to '09	1345	3386	295	251	5.4	169
Boxster 2.9	2009 to '12	1335	2893	255	214	5.9	163
Boxster 3.4S	2009 to '12	1355	3436	310	265	5.3	170
Boxster Spyder	2010 to '12	1275	3436	320	273	5.1	166

BOXSTER 981 (2012MY –) *Wheelbase (mm): 2475, Length/Width (mm): 4374/1801. Track front/rear (mm): 1526/1536 (2.7), 1526/1540 (3.4S) –* ***Significant developments: 2012:*** *Just like the 911 the Boxster came in for a major overhaul in 2012, its first since the original was launched in 1996. A longer wheelbase, lighter, wider track and cleaner, more efficient engines the Boxster had grown into a true thoroughbred. The range now started with a 265hp 2.7-litre engined Boxster, fitted with a six-speed manual as standard or available with the optional seven-speed PDK (which adds 30kg to the kerbweight). The Boxster came with the same transmission options but was powered by a 315hp 3.4-litre engine. PASM is optional on both models, so too are dynamic engine mounts and Porsche Torque Vectoring which also includes a mechanical locking differential. Electromechanical power steering is standard. Wheels sizes range from 18 through to 20s, and the brakes are more powerful, the S borrowing its discs and callipers from the 991 Carrera. An electric parking brake is now standard, PCB still optional. The 981 wears a completely new body and new roof and the interior takes its styling cues from the 991.* ***2015:*** *Boxster Spyder arrives. Reminiscent of its 987 forebear, the 981 Spyder is a topless GT4 without the input of Weissach: 3.8 911 power, 30kgs lighter than the Boxster GTS, manual only like GT4 – no PDK, 911 Carrera brakes, 918-style steering wheel and seats. Bereft of a radio or air-conditioning system, these can be reinstated at no cost. £15,000 dearer than the old Spyder, but it's the most radical Boxster we've ever seen. At only £4000 cheaper than the GT4, a proper Porsche Motorsport model, though it's only for the hardcore wind-in-the-hair aficionados.*

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.7	2012 –	1310	2706	265	206	5.8	164
Boxster 3.4S	2012 –	1320	3436	315	265	5.1	173
Boxster Spyder	2015	1315	3800	375	310	4.5	180

Cayman 987 (2005 – 2009; 2009 – 2013), 981 (2013 –)

Cayman S – *Wheelbase (mm): 2415, Length/Width (mm): 4315/1801, Track front/rear (mm): 1490/1534 (Cayman), 1486/1528 (Cayman S);* ***2006*** *– 3.4-litre water-cooled flat-six is enlarged Boxster S engine with 997 Carrera 2 internals producing 15hp and 14lb ft of torque over the mid-engined roadster. Six-speed manual gearbox is standard with first and second ratios shorter than those found in the Boxster S. Tiptronic S optional, variable rate steering also carried over from Boxster and Carrera models. Boxster S brakes standard fitment, but PCCB optional as is Porsche Active Suspension Management (PASM) and Sports Chrono pack. Body is 100 per cent stiffer than Boxster S, and is as stiff as a 997 Carrera 2 Coupé, Porsche Stability Management (PSM) comes as standard;* ***2006:*** *2007 Model Year – Entry-level Porsche coupé receives 2.7-litre flat-six engine fitted with VarioCam Plus technology. Five-speed manual gearbox standard, six-speed manual and five-speed Tiptronic S available as option. Steel springs and gas dampers standard, PASM optional;* ***2009:*** *2009 Model Year – All-new flat-six engines with 265hp 2.9 replacing 2.7 engine, with a new 320hp 3.4-litre motor for the S, which also comes with direct-fuel injection as standard. Six-speed manual gearbox standard with seven-speed double clutch PDK an option. Optional limited-slip differential turns it into a genuine 911 alternative. Mild redesign includes new bumpers and head and tail-lamps. PCM3 is available with touchscreen sat-nav and Bluetooth phone capability.* ***2011:*** *2011 Model Year – Cayman R introduced; lighter more powerful version of Cayman S with 330hp and 1295kg kerb weight. Aluminium doors and front bonnet, 19-inch wheels and an Alcantara sport interior. First R model in 43 years. Series production car.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Cayman S	2005 – '09	1340	3386	295	251	5.4	171
Cayman 2.7	2007 – '09	1300	2687	245	201	6.1	162
Cayman 2.9	2009 – '12	1330	2893	265	221	5.8	164
Cayman S	2009 – '12	1350	3436	320	273	4.9	171
Cayman R	2011 –'12	1295	3436	330	273	5.0*	175

**manufacturer's claim*

Cayman 981 – *Wheelbase (mm): 2475, Length/Width (mm): 4380/1801, Track front/rear (mm): 1526/1536 (Cayman), 1526/1540 (Cayman S);* ***2013*** *– 275hp, 2.7-litre and 325hp 3.4-litre DFI flat-six engines. Six-speed manual gearbox standard, seven-speed PDK optional (adds 30kg). New, lighter body and longer wheelbase; electromechanical power steering standard. PASM, Porsche Torque Vectoring and mechanical locking diff all optional as is the Sport Chrono pack and launch control and a sports exhaust. 18-20-inch wheels available, brakes carried over from the Boxster, including 991 Carrera stoppers for the Cayman S, PCCB optional. New interior as per 981 Boxster making the Cayman a serious alternative to a 911. As with all modern Porsches it is very spec sensitive and in our experience less always amounts to more.* ***2014:*** *Cayman GTS arrives and finally moves the Cayman story on. 3.6-litre flat-six produces 340hp with 280lb ft*

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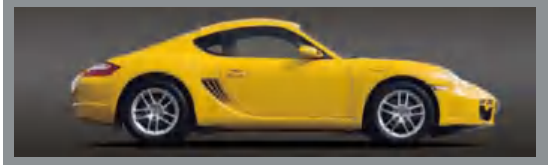
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CAYMAN 987: 2005 – 2013

Two-door, mid-engined, six-cylinder coupé. Its near perfect weight distribution and mid-engined dynamic stability make the Cayman one of the finest drivers' cars ever made. This is something Porsche is acutely aware of, hence the model is not available with a limited-slip differential and, until further notice, we will only see smaller-engined variants of the Cayman to avoid any deflection for the company's headline sports car.

At the end of 2010 Porsche announced the Cayman R at the LA Auto Show. Following a similar development programme as the Boxster Spyder, the Cayman R is a lighter, more powerful version of the Cayman S. Power is up 10hp to 330hp, and the kerb weight drops 55kg to 1295kg. Aluminium for the bonnet and doors and a stripped interior and a smaller fuel tank are all contributing factors to the weight loss.



CAYMAN 981: 2013 -

Two-door, mid-engined, six-cylinder coupé. Like its Boxster sibling the Cayman underwent a thorough overhaul in 2012, which must have been a thankless task for the engineers as the outgoing 987 was deemed one of the best sports cars money could buy.

Once again, though, Porsche's engineers came up trumps and produced a truly sensational car. Still sharing much with the Boxster – wheelbase, engines, gearbox, suspension and steering – the Cayman was finally let of its leash and allowed to show us just what it is capable of. Alert, precise, involving and dynamically astute, the 981 Cayman is one of the purest drivers cars and greatest sports cars to have come out of Stuttgart. It really is that good.

The 2.7-litre car needs working hard to maximise its performance, but the 3.4S is honey sweet providing the perfect blend of performance with precision to make it one of the quickest cross-country cars you can buy. The manual is still the slick six-speed car carried over from the 987 and is still the default option. Even the electric power steering doesn't seem to effect the Cayman like it does the Boxster and Carrera models. Porsche perfection? Possibly.



CAYENNE: 2014 –

Five-door, front-engined SUV. The changes are subtle for this, the fourth generation Cayenne ahead of the arrival of a completely new model expected in 2017. Five models were made available at launch, very much continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. They now have more power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Visual changes primarily comprise a longer aluminium bonnet, shapelier headlights (now incorporating the daytime running lights in a similar fashion to the Macan) and revised rear styling to match. Adaptive cooling vanes hidden in the front bumpers of the

torque. The heaviest Cayman to date (1345) is offset by the additional power, the package has been tailored to provide the best possible driving experience. PASM and Sport Chrono with Dynamic Engine Mounts come as standard. Standard GTS alloy wheels are 8 (front) and 9.5 (rear) x20-inch Carrera S rims. A no cost option is Sports suspension lowering the car by -20mm. The one to have. ***2015:*** *The Cayman we'd all been waiting for. 991 Carrera S 3.8-litre flat six, GT3 aluminium suspension and chassis parts, PTV, PSM fitted as standard. Only available with a six-speed manual gearbox, shade lighter than the GTS (1340kg) but the rest of the figures don't do it justice. The 385hp figure is conservative, it feels quicker, 310lb ft toque equate to a 0-62 time 0.2-seconds quicker than the GTS. Six-piston calipers (front), four-piston calipers (rear), ventilated discs or optional PCCB. A cut price GT3 and finally a Cayman to give the 911 a run for its money.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62*	MAX MPH
Cayman 2.7	2013 –	1310	2706	275	213	5.7	165
Cayman 3.4S	2013 –	1320	3436	325	272	5.0	175
Cayman GTS	2014 –	1345	3436	340	280	4.6	177
Cayman GT4	2015-	1340b	3800	385	310	4.4	183

**manufacturer's claim*

Cayenne (2003 – '07; 2007 – '10; 2010-'13; 2014–)

Cayenne – *Wheelbase (mm): 2855, length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox for five- and six-speed Tiptronic S for Turbo (optional on S). Porsche Active Suspension Management (PASM), adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19-*
and 20-inch optional. Porsche Traction Management, PSM, ABS, ABD and ASR all standard; ***2004:*** *Entry-level Cayenne is the first Porsche to sport V6 power. 24-valve engine produces 250hp and 228lb ft, transmitted through a six-speed manual transmission. Steel springs standard, PASM and air suspension optional. V6 is also fitted with smaller brakes;* ***2006:*** *2006 Model Year – Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355 kilos;* ***2007:*** *2007 Model Year – Second generation Cayenne: V6, V8 S and Turbo all get direct fuel injection engines to improve performance, economy and emissions, while face-lift improves the looks. Porsche Dynamic Chassis Control active anti-roll bars available on cars with PASM;* ***2007:*** *2008 Model Year – GTS model introduced. Combines Turbo looks with V8 S running gear. Shorter ratios in both manual and Tiptronic gearbox fitted. Turbo brakes standard. New Turbo S model announced. Power up to 550hp, torque to 553lb ft, 174mph and a 0-60mph in 4.3 seconds;* ***2009:*** *2009 Model Year – Porsche does the dirty and introduces a Cayenne diesel. Three-litre Audi sourced V6 is available in entry-level trim only but comes with six-speed Tiptronic S as standard. 100-litre fuel tank capacity provides over 600 mile range and 30mpg.* ***2010 Cayenne –*** *Wheelbase (mm): 2895, length/width (mm): 4846/1939, track front/rear: 1655 (1643 Turbo)/1669 (1657 Turbo); Introduced in 2010 this is the first all-new Cayenne since the original. Bigger in every dimension the new Cayenne's design does an amazing job of disguising the car's larger dimensions and its natural bulk. Engine range is carried over from the previous model but now includes Porsche's very first Hybrid powered vehicle with the Hybrid Drive model which sees a 3.0 supercharged V6 working in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol are equipped with a new eight-speed Tiptronic automatic gearbox (the V6 gets a six-speed manual as standard). Porsche has also done away with the original Cayenne's heavy duty four-wheel drive system, replacing the low ratio gearbox with the latest development of Porsche Traction Management with the enhanced electronics of the new Tiptronic S transmission. Diesel and Hybrid models get permanent all-wheel drive, while the others get an active system. PASM, PDCC and PCCB are all optional extra. All Cayenne's also get a new interior based on the design first seen in the Panamera and provides a higher level of quality and refinement that was missing in the outgoing model.* ***2012:*** *The line-up grows with the introduction of the GTS. Fitted with the same 4.8-litre V8 as the Cayenne S, the GTS engine receives a host of modifications and upgrade that push power to 420hp and torque to 380lb (up 20hp and 11lb ft respectively). Eight-speed Tiptronic S is the only gearbox fitted and the chassis combines steel springs with PASM. Air suspension is an option. The GTS rides 24mm lower than an S, has a wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from the Cayenne Turbo, there is a new lower lip spoiler, side skirts and a bi-plane rear wing. The windows are framed with a black gloss trim. Leather and Alcantara trims the interior.* ***2013:*** *Two new Cayenne's for the 2013 model year: the S Diesel and the Turbo S. The latter is a bell-and whistles Turbo with the boost wound up and the power increased 50hp to 550hp. Two-tone leather options are standard as is a host of standard equipment that is optional on the Turbo. The S Diesel takes a twin-turbo charged 4.8-litre Audi V8 diesel and creates the best Cayenne we've sampled. The spec is the same as the petrol engined S, but with enough torque to tear-up the book of torque cliches.* ***2014:*** *Fourth generation Cayenne offers five models at launch continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Longer aluminium bonnet, headlights incorporate DRL, new 918-style steering wheel. 3.6-litre biturbo replaces V8 petrol engine, it's the same unit found in Macan (420hp and 550Nm torque). S E-Hybrid uses the same drivetrain as Panamera S E-Hybrid, although there are differences – chiefly the batteries which are now more optismised for greater performance.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62/60*	MAX MPH
Cayenne S	2003 to '06	2245	4511	340	310	7.2	150
Cayenne Turbo	2003 to '06	2355	4511	450	457	5.6	165
Cayenne	2004 to '06	2160	3189	250	228	9.1	133
Cayenne Turbo S	2006 to '07	2355	4511	521	531	5.2	167
Cayenne	2007 to '10	2160	3598	290	283	8.1	141
Cayenne S	2007 to '10	2225	4806	385	369	6.5*	156
Cayenne Turbo	2007 to '10	2355	4806	500	516	5.0*	171
Cayenne GTS	2007 to '10	2225	4806	405	369	6.1	157
Cayenne Turbo S	2008 to '10	2355	4806	550	553	4.0	174
Cayenne Diesel	2009 to '10	2240	2967	240	405	8.3	133
Cayenne	2010 – '13	1995	3598	300	295	7.5	143
Cayenne Diesel	2010 – '13	2100	2967	240	405	7.8	135
Cayenne S	2010 – '13	2065	4806	400	369	5.9	160
Cayenne S Hybrid	2010 – '13	2240	2995	380[1]	427[1]	6.5	150



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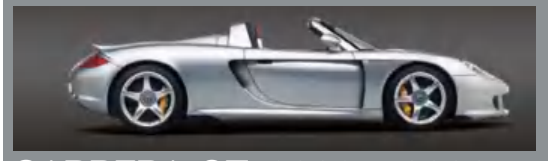
PERFORMANCE STYLING SERVICE PARTS

new Cayenne are akin to those used on the 918 Spyder, as is the rollerball-style steering wheel, much like Macan.

The biggest news is that the old petrol V8 has been replaced with a 3.6-litre biturbo petrol engine – part of Porsche's downsizing practices. It's the same unit we've seen in the Macan, and with 420hp and 550Nm torque on paper the new Cayenne offers greater performance than its eight-cylinder forebear. But, if you're talking about a petrol Cayenne then it's really all about the Turbo. In the Turbo we get the 4.8-litre bi-turbo V8 engine putting out 520hp with 750Nm of torque; it's fast and capable.

The Diesel and Diesel S should be the best-selling Cayenne models for Porsche in the UK. The Diesel model makes use of the three-litre V6 coupled to the eight-speed Tiptronic. We expect that this will be the more popular choice in the UK, but the Diesel S really is brilliant and worthy of serious consideration despite being an older engine (the only engine which is not Euro 6 compliant) and commanding an £11,572 price premium over the £49,902 for the Cayenne Diesel. The power delivery is refined and almost like a petrol car, arriving low down. What's interesting is that the Diesel S is almost as quick as the Turbo, over £30,000 cheaper, and it's more economical.

The first plug-in Hybrid vehicle in the premium SUV segment, the S E-Hybrid uses the same drivetrain as the Panamera S E-Hybrid, although there are differences – chiefly the batteries. Driving requires an altogether new mindset. At £61,434 it's almost exactly the same price as the Diesel S – choosing between them is a question of priorities.



CARRERA GT: 2003 – 2006

Two-door, mid-engined, V10 Roadster. Still born Le Mans racer evolves into the greatest supercar every built. Carbon-fibre tub, 612hp V10, 205mph maximum and a birch wood gear knob. Perfection!



PANAMERA: 2009 – 2013

Five-door, front-engined, rear-and four-wheel drive saloon-coupé; normally aspirate, turbocharged and supercharged V6 and V8 petrol, diesel and hybrid engines, six-speed manual and seven-speed PDK transmission. The last new Porsche to be launched while Dr. Wendelin Weideking was running the company, the Panamera is Porsche's fourth model line and, according to the company, a car that creates a new class. Powered by either a normally aspirated 4.8-litre V8 or a twin-turbo charged version of the same engine, Panamera is available in rear-wheel drive 'S' guise with a six-speed manual gearbox, or an all-wheel drive 4S or Turbo (both only available with the 7-speed PDK gearbox, which is also an option for the S).

3.6-litre V6 engine added to the line-up in 2010 with rear and four-wheel drive options. Rear-drive model gets six-speed manual as standard, Panamera 4 the seven-speed PDK and PASM suspension. V6 offer all the luxury and comfort of the V8 models. Only a four-seater, the Panamera's interior is the most striking Porsche has designed for decades, and as you'd expect of such a car there is very little in terms of luxury or convenience that has been omitted from the specification or options list.

Panamera range is extended further with the cracking diesel model in 2011, along with the S Hybrid and slightly bonkers Turbo S. The former two are rear-wheel drive only

Cayenne Turbo	2010 – '13	2170	4806	500	516	4.7	172
Cayenne GTS	2012 – '13	2085	4806	420	379	5.7	162
Cayenne Turbo S	2013 – '13	2215	4806	550	553	4.5	175
Cayenne S Diesel	2013 – '13	2195	4134	382	627	5.7	156
Cayenne	2014 -	2040	3598	300	295	7.7	143
Cayenne Diesel	2014 -	2110	2967	262	427	7.3	137
Cayenne S	2014 -	2085	3604	420	405	5.5	160
Cayenne S Diesel	2014 -	2215	4134	385	626	5.4	156
Cayenne S E-Hybrid	2014 -	2350	2995	416	324	5.9	150
Cayenne GTS	2014 -	2110	3604	440	442	5.2	163
Cayenne Turbo	2014 -	2185	4806	520	553	4.5	173
Cayenne Turbo S	2014 -	2235	4806	570	590	4.1	176

1 when combined with electric motor. * 0-60 mph time

Porsche Carrera GT (2003 – 2006)

Carrera GT *– Wheelbase (mm): 2730, Length/Width (mm): 4613/1921, Track front/rear (mm): 1612/1587* ***Significant developments:*** *All alloy, 40-valve V10 with titanium conrods, nickel/silicone liners, dry sump lubrication and VarioCam, revving to 8400rpm. Rear-wheel drive with six-speed manual gearbox. Carbon fibre monocoque with steel crash structures and carbon fibre bodywork. Double wishbone pushrod axles from and rear, 19-inch magnesium alloy wheels, 380mm ceramic composite discs front and rear with six-pot callipers. Built at Leipzig plant in Berlin, in left-hand drive only, over 1260 examples were built between November 2003 and May 2006.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Carrera GT	2003 to '06	1380	5733	612	435	3.9	205

Panamera: 2009 – 2013: 2014 – To Date

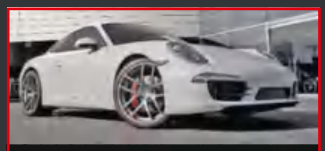
Panamera S, 4S, Turbo – *Wheelbase (mm): 2920, Length/Width/Height (mm): 4970/1931/1418, Track front/rear (mm): 1658/1662 (1656/1646 Turbo);* ***2009*** *– 2010MY 400hp 4.8-litre water-cooled eight-cylinder engine or 500hp 4.8-litre water-cooled twin-turbocharged eight-cylinder engine, DFI and VarioCam Plus with adjustable valve lift; six-speed manual gearbox and rear-wheel drive for S model, seven-speed PDK optional; 4S and Turbo models feature electronically controlled four-wheel drive transmission with PTM and PDK fitted as standard along with Auto Stop-Start. Engines are adapted from Cayenne, PDK transmission is unique to Panamera and differs from the unit in the company's sports cars. Double-wishbone front suspension, multi-link at the rear with PASM standard on all models, self-levelling adaptive air-suspension standard on Turbo. PSM comes as standard featuring: ABS brakes; ASR anti-slip control; MSR engine drag force control; ABD automatic brake differential; Brake Assistant; and a pre-filling of the brake system. PDCC and PCCB optional on all models. 18-inch wheels standard on S and 4S, 19-inch on Turbo; Variable rate steering standard, speed sensitive Servotronic steering optional. All models feature adaptive aerodynamics, with the S and 4S models utilising a two-way spoiler and the Turbo a four-way item. 4S and Turbo get 100-litre fuel tanks, the S has a 80-litre tank. Four individual seats for interior. Eight airbags fitted as standard; bi-xenon headlights standard across the range, adaptive light function for Turbo. Radar-based distance cruise control, four-zone air-conditioning, Porsche Entry & Drive (standard on Turbo) and Burmester High-End Sound system all feature on the options list. Sports Chrono Package Plus also optional and when combined with PDK offers Launch Control function.* ***2010*** *– 2010MY The first non-V8 engined Panamera arrives in the form of the 3.6-litre V6 petrol model. Panamera V6 , is available a rear or four-wheel drive, the former available with either a six-speed manual or optional seven-speed PDK, the later is PDK only. Engine produced 300hp and 295 lb ft of torque. Standard specification is the same as a V8 engined S model, except for a tyre pressure monitoring system and a PASM suspension, which are optional.* ***2011*** *– 2012MY The Panamera Diesel arrives. 3.0-litre V6 turbocharged engine is donated by Audi. Specification on par with a V6 petrol engined Panamera. S Hybrid also added to range. Following the path of the Cayenne S Hybrid, it's fitted with a 3.0-litre supercharged petrol V6 engine connected to a 47hp, 221lb ft electric motor. Energy for the electric motor is stored in batteries fitted under the boot floor charged via the engine and regenerative sources such as braking. Full electric range is 1.2-miles and the electric motors have a 46mph maximum speed. Turbo S also arrives running a pair of turbo-chargers with lighter vanes. Peak power climbs to 550hp. Agate grey exterior paint is exclusive to the model.* ***2012*** *– 2012MY Take a Panamera 4S, fit a Porsche Exclusive bodykit and allow the engineers time with its 4.8-litre V8 on a dyno and you get the GTS. Active air intakes, reprofiled camshafts and a revised ECU extract a further 30hp from the bent-eight and an additional 15lb ft of torque. Turbo brakes are standard, as is air suspension and PASM – which is reprogrammed to be tauter. Porsche Sport Chrono Plus is also standard as is the Turbo's four-piece rear spoiler and the 19-inch alloy wheels. The chassis is 10mm lower and there 5mm spacers fitted to the rear axle. 18-way adjustable front seats and a sports steering with paddles are also standard. Four-wheel drive only with the seven-speed PDK.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera	2010 – 2013	1730	3605	300	295	6.8	162
Panamera 4	2010 – 2013	1820	3605	300	295	6.1	159
Panamera S	2009 – 2013	1770	4806	400	369	5.0	175
Panamera 4S	2009 – 2013	1860	4806	400	369	4.4	175
Panamera Turbo	2009 – 2013	1970	4806	500	516*	3.5**	188
Panamera Diesel	2011 – 2013	1880	2967	250	405	6.8	150
Panamera GTS	2012 – 2013	1920	4806	430	383	4.5	178
Panamera S Hybrid	2012 – 2013	1980	2995	380	427	6.0	167
Panamera Turbo S	2012 – 2013	1995	4806	550	553	3.8	190

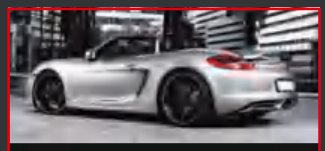
* 567lb ft when in Sport Plus Mode when Sport Chrono Package Plus fitted. ** 0-60mph time

2013*– 2014MY The gen-2 Panamera gets a new front and rear bumper, new lights and side sills and a range of new engines. The interior is untouched. Out goes the 4.8-litre normally aspirated V8 for the S and 4S models and in comes a 3.0-litre biturbo V6 that's more powerful than the V8 it repalces. The big V8 stays for the GTS and the Turbo, and the 3.6-litre petrol V6 stil lprops up the range along with the 3.0-litre turbo diesel. The big change is to the hybrid model. Now called the S E-Hybrid, it mates the 3.0-litre supercharged V6 with an electric motor that's twice as powerful and battery pack that can store five times the energy. And if that's not enough, the E-HYbrid is also a plug-in hyrbid which means you can charge the car while you're at work,*

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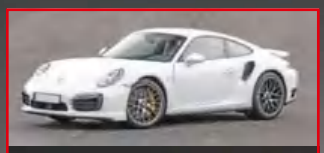
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and come with the conventional eight-speed Tiptronic S gearbox. In early 2012 the range is topped off with the GTS – a breathed on Panamera 4S with more power, a Turbo look and sport inspired interior. It's no GT3 but it's a great way to hustle nearly two tons.



918 SPYDER: 2014 – 2015

Two-door, mid-engined, petrol-electic plug-in hybrid. The supercar has evolved into the hypercar, one that combines the thoroughbred engine from an LMP2 race car with the pioneering engineering of electric motors and lightweight(ish) batteries. The 918 signals the beginning of a new dawn for Porsche, one that provides the company with a halo product on which to hang its Cayenne, Panamera, Macan and, potentially 911 hybrids from. To help the 918 along the way its launch coincides with Porsche's return to top flight sports car racing, including Le Mans, with an all-new LMP1 race car. A petrol-electric hybrid race car. The 918 has a lot to deliver, but on the eve of its launch it made an impressive debut with a sensational 6 minute 57 second lap of the Nürburgring Nordschleife.



MACAN: 2014 –

Five-door, front engined, permanent four-wheel drive compact SUV, six-cylinder turbocharged petrol and diesel engines; seven-speed PDK transmission. Built to fullfill Porsche's ambitions to build 200,000 cars by 2018 the Macan is the company's answer to Land Rover's Evoque, BMW's X3 and Mercedes GLA in the premium compact SUV sector. Porsche forcasts to build 50,000 Macans a year and will add to the range with another diesel engine – a four-cylinder this time – a petrol-hybrid and a four-clylinder petrol engine.

The Macan launches with two trim levels, the S and the Turbo. The former is available with either a twin-turbocharged V6 petrol engine or single-turbo diesel V6. The Turbo is fitted with a 3.6-litre twin-turbocharged engine. A Turbo S and GTS trim-line is expected to join the line-up, along with a more basic trim level to sit below the S models; expect this to be offered with a four-cylinder engines, both petrol and diesel.

Sitting below the Cayenne in Porsche's SUV line-up, the Macan is lighter by over 100kgs, 16cm shorter in overal length, eight centimetres lower in height and sits on a wheelbase eight centimetres shorter than the Cayennes. The Macan is usefully quicker than its big brother, too, with the petrol S model faster to 62mph than the quickest normally aspirated Cayenne, the GTS. The Macan Turbo's sprinting prowess sits neatly between the Cayenne Turbo and Turbo S. The smaller SUV is also usefully more fuel efficient and cleaner than its big brother, too.

Porsche's decision to build the Macan is not just to piggy back into an established growing market, it is serious about its latest addition to the model range. How so? Rather than share production resources with other VW Group brands also building similar cars for the same market, the Macan will be built exclusivly at Porsche's Leipzig factory, which has undergone a €500 million investment and now includes a body press and paint shop, which has also led to the recruitement of 1000 new staff at the home of the Cayenne and Panamera. The Macan is here for the long term and features in Porsche's ambitious future plans.

asleep or being dragged around the shops. Other mechanical changes include the dropping of the six-speed manual - it's PDK for all the models bar the Diesel and S E-hybrid, which get the Cayenne's eight-speed Tiptronic. ***2015:*** *Panamera Edition - special version available in three styles; Edition, 4 Edition and Diesel Edition. 4 Edition features active all-wheel drive with an electronically controlled, map-controlled multi-plate clutch. High-gloss black trim strips on side windows, part-leather upholstery with Porsche crest embossed on head rests, SportDesign steering wheel, 'Edition' sill plates and floor mats. PASM, bi-xenon headlights with PDLS, Park Assist including reversing camera and Power Steering Plus all standard. China and USA variants receive comfort seating.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera Diesel	2013–	1880	2967	250	405	6.8	151
Panamera	2013–	1770	3605	310	295	6.3	160
Panamera 4	2013–	1820	3605	300	295	6.1	159
Panamera S	2013–	1810	2997	420	383	5.1	178
Panamera 4S	2013–	1870	2997	420	383	4.8	177
Panamera S E-Hybrid	2013–	2095	2995	416	435	5.5	167
Panamera GTS	2013–	1925	4806	440	383	4.4	178
Panamera Turbo	2013–	1970	4806	520	516	4.1	189
Panamera Turbo S	2013–	1995	4806	570	553	3.8	192
Panamera Edition	2015-	TBC	3605	310	TBC	TBC	TBC
Panamera 4 Edition	2015-	TBC	3605	310	TBC	TBC	TBC
Panamera Diesel Ed	2015	TBC	2967	300	TBC	TBC	TBC

918 Spyder (2014 – 2015)

918 Spyder *– Wheelbase (mm): 2730, Length/Width (mm): 4643/1940, Track front/rear (mm): 1664/1612* ***Significant developments: 2013*** *– 2014MY Where to start with the most technologically advanced car Porsche has ever made? The engine is a 4.6-litre V8 that traces its routes back to the 2007 LMP2 RS Spyder race car, this alone develops 608hp and runs through a seven-speed PDK gearbox with drive to the rear axle. Then there is a 286hp electric motor fitted to the front axle complete with its own transmission. The 918 can be driven by the petrol engine, the electric motor or a combinaitn of the two, which results in a maximum power output of 887hp and 944lb ft of torque (the V8 produces 676lb ft on its own). The V8 screams to 9150rpm and produces 132hp/litre. There are five driving modes: E-Power, Hybrid, Sport-Hybrid, Race-Hybrid and Hot Lap, each mode determines which power source is required. The chassis is a carbon-fibre monocoque with the body made from the same material and includea a two-piece Targa roof. PCCB brakes are standard, there are 20-inch wheels at the front, 21s at the rear with Michelin Pilot Sport Cup 2 tyres. Avaialble in two trim levels, Spyder and Weissach Package, the latter reduces the car's weight by 41kgs – the magnesium wheels account for a 14 kilo saving. Other weight saving measures include ceramic wheels bearings, titanium chassis bolts and brake pad supporting plates. Other upgrades include additional aero parts includeing aeroblades positioned behind the rear wheels, thinner paint and exposed carbon-fibre body parts. All this tech, lightweight construction and 887hp results in a very quick Porsche indeed: 0-62mph on 2.6 seconds, 0-124mph in 7.3 (7.2 if you order the Weissach pack), 0-186mph in 20.9 (19.9 with the full Weissach) and a maximum speed of 214mph. Then there is that lap time of the Nürburgring – 6min, 57secs.*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
918 Spyder	2014	1674	4593	608/286	676/944	2.6	214
918 Spyder Weissach	2014	1634	4593	608/286	676/944	2.6	214

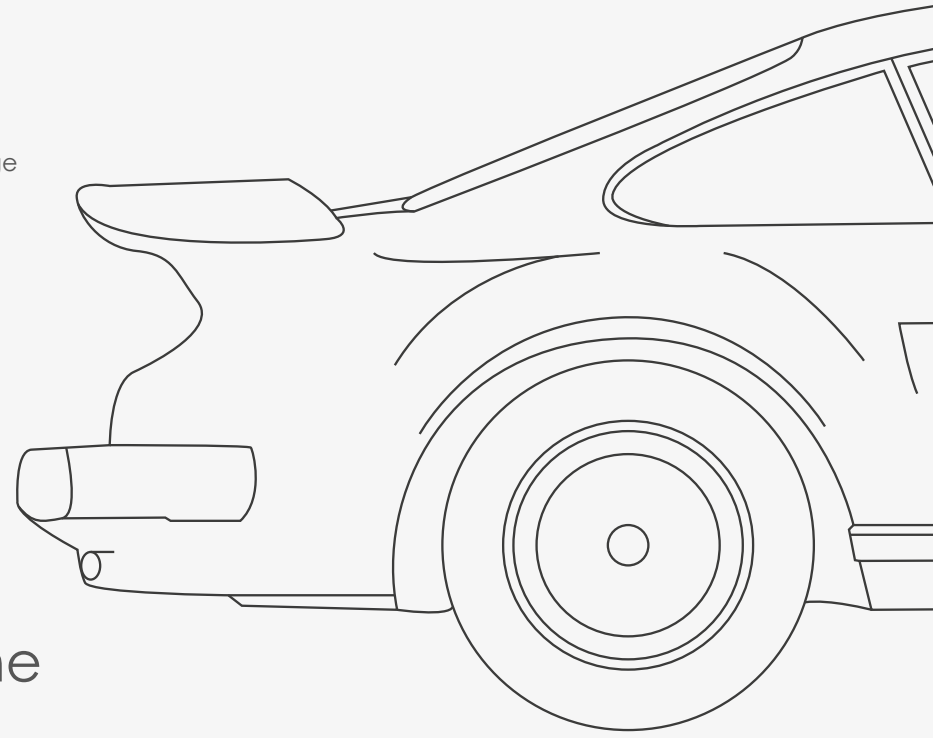
Macan (2014 –)

Macan *– Wheelbase (mm): 2807; Length/Width (mm): 4681 (Turbo 4699mm)/1923; Track front/rear (mm): 1655/1651; Weight: 1865kg (S), 1880kg (S Diesel), 1925kg (Turbo)****: 2013*** *– 2014MY Built at Leipzig, Two petrol V6 engines, 4-cylinder turbocharged petrol engine, and V6 diesel donated by the VW Group. Macan S gets 340hp three-litre bitutbo V6; Turbo is equipped with 400hp, 3.6-litre biturbo V6. S Diesel fitted with 3.0-litre single turbo V6 diesel engine. PTM four wheel drive running gear, drivetrain essentially rear-wheel drive sending torque load to the front axle when required. PDK transmission standard – no manual option – 'Off-road mode' can be selcted at speeds of up to 80kmh, this shortens the gear ratios to aid traction. Auto Start/Stop is standard. S model is fitted with a 65-litre fuel tank, S Diesel a 60-litre tank and the Turbo a 75-litre one. Both S models are available to order with optional 75-litre tank. Depending on tyres fitted, the S returns between 31 – 32mpg on the combined cycle, the Turbo 30.7 – 31.7mpg and th S Diesel 44.8 – 46.3mpg. Emmissions for the three range from 150 – 157g/km for the S Diesel, 171 – 179g/km for the S and 176 – 184g/km for the Turbo. Steel springs and fixed rate dampers are standard on the S models, the Turbo comes with PASM as standard. All variants are avaialble with air-suspension with PASM at extra cost, providing an additional 40mm of ground clearance when driving off-road. A Sport button is fitted as standard – sharper throttle response, higher rev-limit, quicker PDK shift times – PTV Plus is optional, as is Sport Chrono. S models fitted with 350mm front brake discs, the Turbo 360mm, rears are 330mm and 356mm respectively. All Macan models are fitted with different size tyres front-to-rear. Narrower front tyres provide greater steering feel, wider rear tyres for optimum grip. All are fitted with electromechanical power steering. Turbo is fitted with biexnon headlights as standard, S models fitted with halogens. Porsche Dynamic Light System (PDLS) optional on all models. The three-spoke 918 Spyder.-style multi-function steering wheel with paddle shift controls standard. Full length panoramic glass sunroof available, S models are trimmed in partial leather and alcantara, a full leather interior is a cost option. Macan offers 500 litres of luggage capacity (with the rear seats in their upright position and up to 1500 litres depending on the configuration in use).*

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Macan	2014	1770	1984	237	258	6.9	138
Macan S	2014	1865	2997	340	339	5.4	157
Macan S Diesel	2014	1880	2967	258	427	6.3	142
Macan Turbo	2014	1925	3604	400	405	4.8	165

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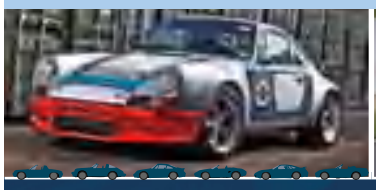






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JANUARY 2015

Cover Story: Carrera 3.0 vs 991 Carrera 3.4
Inside: 928 GTS. 935 Kremer K3 replica. 991 Targa 4S. 991 Cabriolet. 996 Carrera 4S Cabriolet vs 996 Turbo Cabriolet. First Drives: 991 GTS, 981 Boxster GTS, Macan S. *Market Place*: 997 Carrera GTS.



FEBRUARY 2015

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Inside: 996 GT2. Formula Two RSK. The TAG-McLaren Porsche years. 997 Carrera Ulitmate Guide. First Drives: Gemballa Cayenne and Panamera. Technical guide: chain tensioners. LMP1 2014 season review. *Market Place*: 914-6.



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Inside: Retro 911s: 997 Sport Classic vs 991 50 Years Edition. 356 Speedster. London Classic Car Show. M96/7 engine technical guide. Cayman GTS vs 914-6. Carrera 6. Panamera GTS first drive.



APRIL 2015

Cover Story: Cayman GTS meets Cayman R
Inside: 911 Carrera 2.7 RS Touring. Kremer K3. Cayman GT4 - revealed. 928 retrospective since end of production. 991 GTS first drive. Retromobile, Paris. Tony Dean profile. 964 50 Years Edition. TechArt Boxster.



MAY 2015

Cover Story: 911SCs
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JUNE 2015

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Inside: 1930s Auto Union. Techno Classica event. 991 GT3 meets Carrera Cup car. Pfaff Tuning 991 GT3 'alternative'. Backdated 964. Le Mans 2015 preview. 944 S2 Cabriolet at 25 years old. New Boxster Spyder. Advanced driving techniques.



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Inside: Restored 1969 911S. A '£5k' Boxster: the truth. Ferdinand Piëch retrospective. 911 2.4S. 924 Carrera GTS. Nürburgring 24-Hours. 991 Targa vs classic 911 Targa. Marathon de la Route. Market Place: 996 Turbo.



AUGUST 2015

Cover Story: Restored 911S 2.2
Inside: 993 Carrera RS at 20, Le Mans 2015 full report, 930 Turbo, 936 endurance racer, 924 vs 922 vs 968: affordable front-engined Porsches, Porsche Corrosion, 997 GT3 RS 4.0-litre, Porsche Classic Partner Centres explored



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Cover Story: Boxster Spyder driven
Inside: 20 years of Porsche Tequipment, 2.7 RS vs 2.7 RS Lightweight, Tuthill Porsche on safari, *GT Porsche* track evening, First Drives: Targa 4 GTS and Cayenne GTS, early 928, 9e 996 Turbo, Race of Champions retrospective



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Inside: Turbo 911s: the last air-cooled 911 takes on its latest water-cooled equivalent, Mission E: Porsche's new concept car, 924 at 40, Cayenne generations, Rudi Lins, Singer-inpsired 911 3.0 SC, 996 GT3

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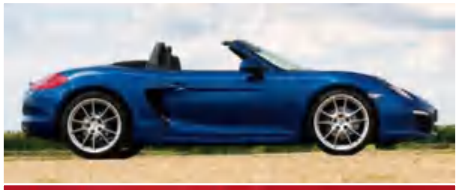
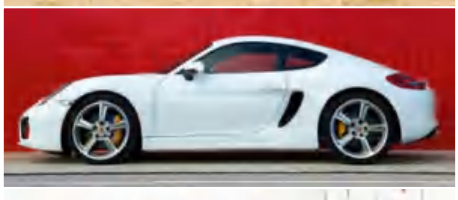
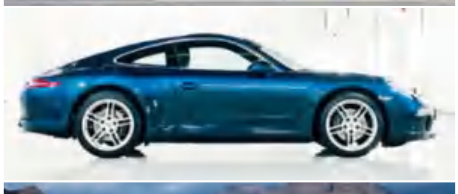
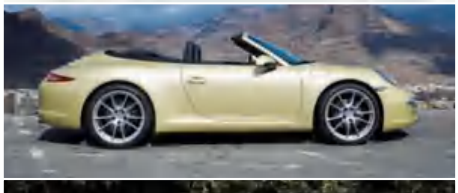
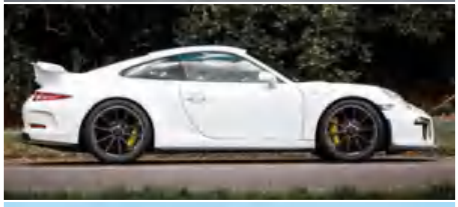
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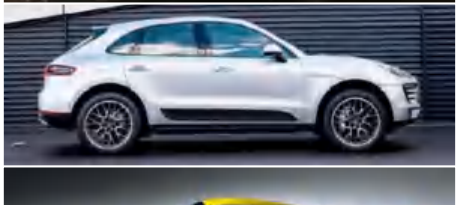
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MODEL	PRICE	ENGINE	POWER	TORQUE	0-62MPH	TOP SPEED	WEIGHT
BOXSTER							
Boxster 2.7	£39,553	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster Black	£46,164	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster S	£47,858	6cyl/3436cc	315hp	269lb ft	5.1secs	173mph	1340kg
Boxster GTS	£53,872	6cyl/3436cc	330hp	276lb ft	5.0secs	174mph	1345kg
Boxster Spyder	£60,459	6cyl/3800cc	375hp	310lb ft	4.5secs	180mph	1315kg
CAYMAN							
Cayman 2.7	£39,694	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
Cayman S	£48,783	6cyl/3436cc	325hp	272lb ft	5.0secs	175mph	1340kg
Cayman GTS	£55,397	6cyl/3436cc	340hp	279lb ft	4.9secs	177mph	1345kg
Cayman GT4	£64,451	6cyl/3800cc	385hp	310lb ft	4.4secs	183mph	1340kg
911 COUPÉ (991)							
911 Carrera	£73,509	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera Black	£75,074	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera S	£83,545	6cyl/3800cc	400hp	325lb ft	4.5secs	188mph	1395kg
911 Carrera GTS	£91,098	6cyl/3800cc	430hp	325lb ft	4.4secs	190mph	1425kg
911 Carrera 4	£78,365	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
911 Carrera 4 Black	£79,309	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
911 Targa 4	£87,025	6cyl/3436cc	350hp	287lb ft	5.2secs	173mph	1540kg
911 Carrera 4S	£88,400	6cyl/3800cc	400hp	325lb ft	4.5secs	185mph	1445kg
911 Carrera 4 GTS	£95,862	6cyl/3800cc	430hp	325lb ft	4.4secs	188mph	1470kg
911 Targa 4S	£97,060	6cyl/3800cc	400hp	325lb ft	4.8secs	182mph	1555kg
911 Targa 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	188mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 GT3 RS	£131,296	6cyl/3996cc	500hp	339lb ft	3.3secs	192mph	1420kg
911 Turbo	£120,598	6cyl/3800cc	520hp	486lb ft	3.4secs	195mph	1595kg
911 Turbo S	£142,120	6cyl/3800cc	560hp	516lb ft	3.1secs	197mph	1605kg
911 CABRIOLET (991)							
911 Carrera	£82,169	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera Black	£81,852	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera S	£92,204	6cyl/3800cc	400hp	325lb ft	4.7secs	187mph	1465kg
911 Carrera GTS	£99,602	6cyl/3800cc	430hp	325lb ft	4.6secs	188mph	1495kg
911 Carrera 4	£87,025	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4 Black	£86,125	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4S	£97,060	6cyl/3800cc	400hp	325lb ft	4.7secs	183mph	1515kg
911 Carrera 4 GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	183mph	1515kg
911 Turbo	£129,223	6cyl/3800cc	520hp	486lb ft	3.5secs	195mph	1665kg
911 Turbo S	£150,897	6cyl/3800cc	560hp	516lb ft	3.2secs	197mph	1675kg
NEW 911 COUPÉ AND CABRIOLET (991.2)							
911 Carrera	£76,412	6cyl/2981cc	370hp	332lb ft	4.2secs	183mph	1430kg
911 Carrera S Coupé	£85,857	6cyl/2981cc	420hp	369lb ft	3.9secs	191mph	1440kg
911 Carrera Cabriolet	£85,253	6cyl/2981cc	370hp	332lb ft	4.4secs	181mph	1500kg
911 Carrera S Cabriolet	£94,698	6cyl/2981cc	420hp	369lb ft	4.2secs	180mph	1520kg
CAYENNE							
Cayenne	£49,576	6cyl/3598cc	300hp	295lb ft	7.7secs	143mph	2040kg
Cayenne Diesel	£50,441	6cyl/2967cc	262hp	428lb ft	7.3secs	137mph	2110kg
Cayenne S	£60,845	6cyl/3604cc	420hp	406lb ft	5.5secs	160mph	2085kg
Cayenne S Diesel	£62,099	8cyl/4134cc	385hp	627lb ft	5.4secs	156mph	2215kg
Cayenne E-Hybrid	£62,099	6cyl/2995cc	416hp	435lb ft	5.9secs	150mph	2350kg
Cayenne GTS	£72,523	6cyl/3604cc	440hp	443lb ft	5.2secs	163mph	2110kg
Cayenne Turbo	£93,574	8cyl/4806cc	520hp	553lb ft	4.5secs	173mph	2185kg
Cayenne Turbo S	£118,455	8cyl/4806cc	570hp	590lb ft	4.1secs	176mph	2235kg
PANAMERA							
Panamera Diesel	£65,289	6cyl/2967cc	300hp	479lb ft	6.0secs	160mph	1880kg
Panamera	£63,913	6cyl/3605cc	310hp	295lb ft	6.3secs	160mph	1770kg
Panamera 4	£67,474	6cyl/3605cc	310hp	295lb ft	6.1secs	159mph	1820kg
Panamera S V6	£82,439	6cyl/2997cc	420hp	383lb ft	5.1secs	178mph	1810kg
Panamera 4S V6	£86,080	6cyl/2997cc	420hp	383lb ft	4.8secs	177mph	1870kg
Panamera S E-Hybrid	£84,401	6cyl/2995cc	416hp	435lb ft	5.5secs	167mph	2095kg
Panamera GTS	£93,391	8cyl/4806cc	440hp	383lb ft	4.4secs	178mph	1925kg
Panamera Turbo	£108,006	8cyl/4806cc	520hp	516lb ft	4.1secs	189mph	1970kg
Panamera Turbo S	£131,152	8cyl/4806cc	570hp	553lb ft	3.8secs	192mph	1995kg
MACAN							
Macan	£41,578	4cyl/1984cc	237hp	258lb ft	6.9secs	138mph	1770kg
Macan S	£44,650	6cyl/2997cc	340hp	339lb ft	5.4secs	157mph	1865kg
Macan S Diesel	£44,636	6cyl/2967cc	258hp	427lb ft	6.3secs	142mph	1880kg
Macan Turbo	£60,994	6cyl/3604cc	400hp	405lb ft	4.8secs	165mph	1925kg
918 SPYDER							
918 Spyder	€781,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1674kg
918 Spyder Weissach	€853,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1634kg


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Regal Autosport

Regal Autosport's Chris Stewart, talks us through what makes this Southampton-based specialist so unique.

***GT:* How long have you been established and how did you get started?**
Regal Autosport was born in 1988, moving away from the security of conventional employment I set up shop to follow my passion. We altered peoples' road going vehicles to suit more track-orientated driving and I've never looked back since.

***GT:* Who is in charge and what is their background?**
I'm in charge! I've always being interested in modifying cars. Since owning a Ford Corsair on Wolfrace Slotmags as a young lad, I've always felt there is room to improve upon manufacturers' offerings. There's something very satisfying in taking a finished product and re-engineering it to suit another purpose. For almost 28 years as a business we have been trusted with some fantastic projects and ran many race cars, including entrants to the Carrera Cup.

***GT:* Tell us a little about the products and services you offer?**
We have the very latest dealer level diagnostics and as part of the Bosch Service Centre program we are able to offer a real alternative to dealer servicing, plus our own MoTs. Of course we offer a wealth of performance tuning parts too, from drivetrain upgrades, suspension reworking and more. We have our own 4WD dynometer, with over 15 years experience in dyno tuning Porsche models so there isn't much we haven't encountered.

***GT:* What do you think your potential customers are looking for in an independent specialist such as yourselves?**
Specialist independent companies often have a really rich knowledge base; they live and breathe the job. It's certainly true for us, if we are not servicing and tuning performance Porsches during the week, we're out driving our cars and taking them on track at the weekends!

***GT:* What facilities do you have on site?**
We've got three service ramps plus a dedicated MoT lane. With Wavetrac, EVOMS, Sharkwerks and AWE Tuning products in stock we can offer same-day installations on the most popular conversions while you relax in our waiting room.

***GT:* What is your USP?**
We are the European distributors for EVOMS, EVOMSit, AWE tuning, Wavetrac and Sharkwerks, plus we're dealers for top-end brands like KW Suspensions, Bilstein, Sachs Motorsport and RSS suspension components. We only sell products we have tested and are comfortable putting out name behind.

***GT:* Which Porsches do you cater for?**
We have created some of the UK's fastest 996 and 997 Turbos and are specialists in creating high displacement naturally aspirated motors too. We're popular for GT model servicing and track-specific upgrades but can also tackle air-cooled projects and general servicing and repairs too.

***GT:* What is your background with the Porsche brand?**
Like many a child of my era it all started with an Athena poster on my bedroom wall but over the years I have been fortunate enough to go further than that and work on Porsches for both the road and track, including running cars in the Porsche Carrera Cup. These days I've got my very own 997 GT3 to play with and it's got more than it's fair share of enhancements.

***GT:* How many staff do you employ at your company?**
We're a close-knit team of six; four in the workshop, two sales and admin staff on the phones and email.

***GT:* What exciting new products or services should we expect from you soon?**
We've got a great range of Cayman 987 tuning options including a bolt on +100bhp Turbo Kit and the introduction of the EVOMSit home tuning solution for all modern Porsche models.

***GT:* Lastly, what is your opinion on the current state of the Porsche market and how have things changed since your business was founded?**
It's an ever-evolving marketplace and the last ten years has seen the landscape change beyond recognition. As new Porsche models become more tech-heavy we have to be nimble, stay on our toes and keep up to speed with new developments. With each new model there are ever more anti-tuning measures in ECUs, which makes our jobs more challenging. There's an interesting shift in interest towards modification of 'less expensive' Porsche models like Caymans and earlier 997s as track cars. As the value of desirable GT models continues to climb, owners are opting for second Porsche projects to have fun out on circuit ○

Contact information
Regal Autosport
Telephone: 02380 558 636
Web: www.regalautosport.com

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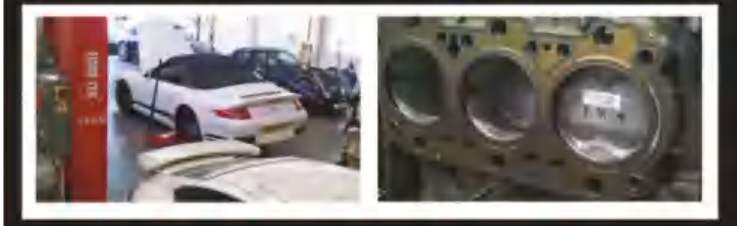
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porsche moments

by Colin Goodwin



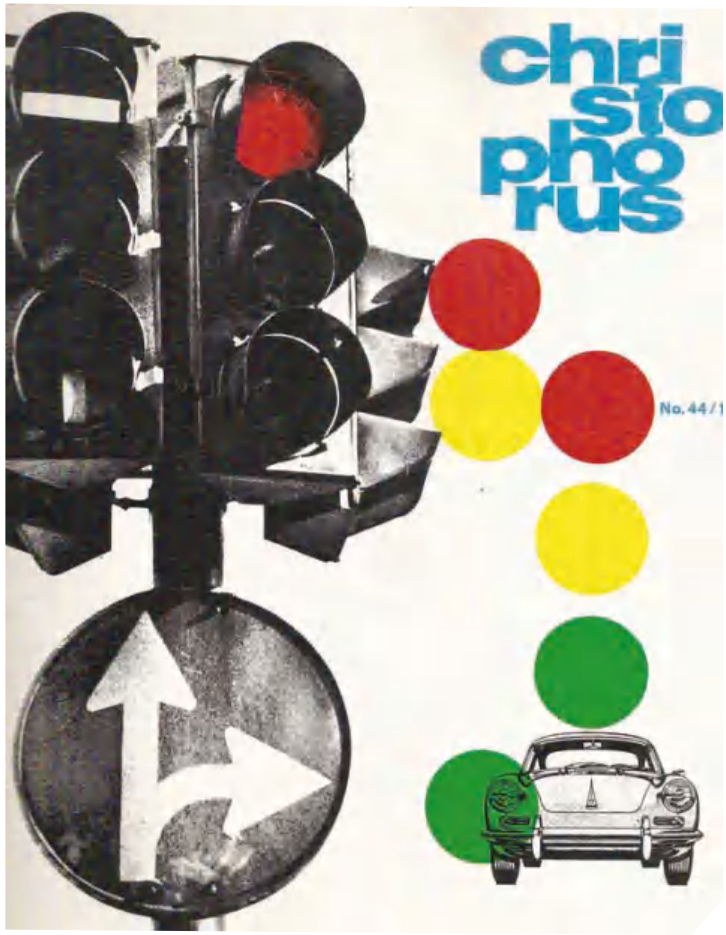
A motoring journalist for over 25 years, Colin has contributed to GT Porsche *for a decade*

Colin Goodwin flicks through Porsche's customer magazine, established in 1952.

The last one arrived earlier this year but it seems now that I am off the list. I'm referring to the magazine *Christophorus*, Porsche's customer magazine that is sent to those lucky enough to have purchased a new car. I'm not sure for how long you're sent this journal after having bought a Porsche because I've never had the pleasure of doing so (to be rectified next year hopefully), but I used to be sent it because I wrote pieces for the magazine. Slightly iffy writing for a customer magazine but almost all the stuff I wrote for the British section – the bulk of material comes from Germany and each country adds its own local content – was a feature that involved a Porsche, something about an interesting owner or a piece concerning history. Like driving a Carrera 4 S to St Moritz to ride the Cresta Run.

The cover of the last issue to fall through my letterbox, issue number 370, is a belter. It's got a wonderful Roy Lichtenstein-like illustration of a 919 on it complete with Vroom! graphics. The contents of 370 are interesting, too; a piece on the Cayman GT4 with quotes from project leader Andreas Preuninger written by someone called Till Daun which must be the pseudonym for a German car journalist not keen to be known to write for the magazine. Then there's more Litchensteinery on the 919 and a nicely photographed travel piece on a Cayenne road trip in Turkey.

Issue 370 is a rare number because it's actually good. This is unusual because usually the magazine contains dreadful pieces of fluff about tennis stars driving a 911 to buy an expensive cup of coffee in Munich, stories about Porsche-designed handbags and all sorts of other rubbish not connected with driving the finest sports cars in the world. Our British pieces are usually down to earth and free from the flowery writing of the home-grown words that I'm pretty sure would be equally banal in the native tongue.



The first issue of *Christophorus* came out in 1952. I've never seen a copy but I did recently buy myself issue 44. This came out in 1963, one year after I came off the production line. On the cover is an illustration of a traffic light with a Porsche 356. Not the finest example of Porsche graphic design, which as any lover of Porsche competition results posters from the 1960s and '70s will know, was stunning. Inside issue 44 (translated from German into English by Baroness Irene von Gemmingen) is a wide variety of articles from racing reports to eccentric thought pieces. When it arrived from the USA the other day I was expecting to open it and find writing inside that would show up the modern issues of *Christophorus* to be brand trumpeting nonsense. It hasn't gone to plan because there's some odd stuff in this 52-year-old issue. There's a page titled '*How to regain one's self confidence*'. I thought this might be advice on how to get back behind the wheel of your 356 Carrera having experienced a classic case of lift-off oversteer but no, having plodded through the introduction with its reference to Jayne Mansfield's boobs, I discovered that it was an essay on the 30 essential talents of a Porsche driver.

> *"Usually the magazine contains fluff about tennis stars driving a 911 to buy an expensive coffee in Munich"*

For example: "He must be completely unmusical and unpolitical, so that he is not unduly disturbed by a car radio." Next time your Porsche salesman is trying to upsell you into a more expensive sound system you can quote that line. What else? "He (every single one starts 'he') must not be subject to depression" and "he must be an astrologer so that he knows exactly when he simply must not drive a car because the stars are against it."

It seems that *Christophorus* has always been a weird mixture of the technical and the ridiculous. That '63 issue even contains a photo of an American football star stood next to his 356 Cabriolet. The only difference between that photo and a modern one of Maria Sharapova stood next to a Porsche is that the Washington Redskins player probably bought his car ○

The views of the author are not necessarily shared by the magazine.


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